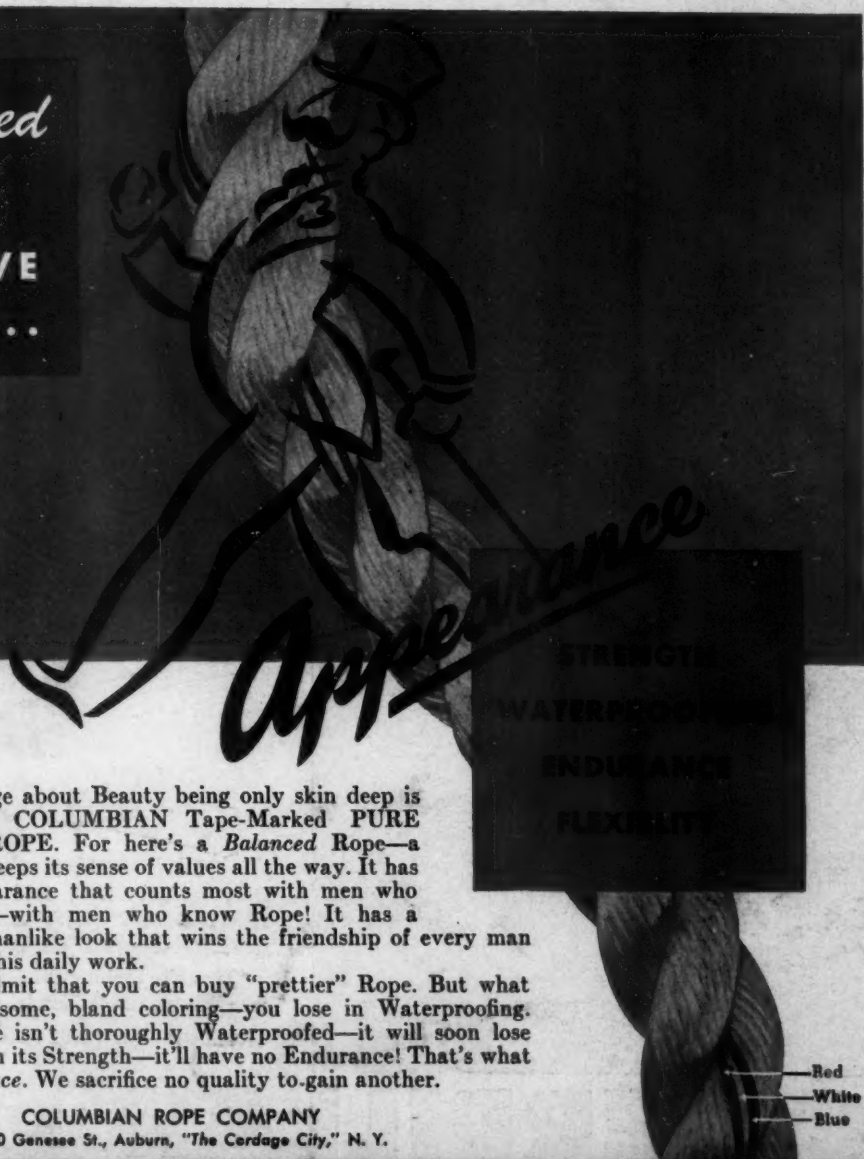




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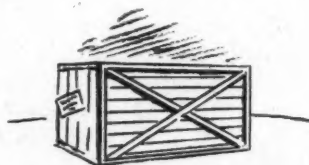
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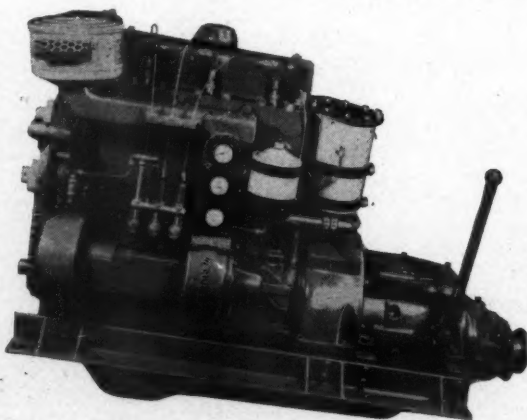
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NO. 12

Changes in Trawl Mesh Needed To Aid Fish Propagation

Conservation, an age old subject in the fishing industry, has been discussed and debated, and in many cases put into practice, whenever nature's supply of fish has showed signs of going by the board. Right now the talk is centered around restoring Georges Bank to its former productivity of haddock. This is not the first time that those with an eye to the future have advocated measures to protect the ever decreasing stock of this valuable fishery.

In 1935, William C. Herrington, at that time aquatic biologist of the Bureau of Fisheries, and now in charge of Fish & Wildlife Service fisheries investigations in the North Atlantic, became greatly alarmed by the decline in production on the once prolific Georges Bank. Attempting to draw the attention of the industry to the seriousness of the situation he made an analysis of his investigations in which he pointed out that the reason for the diminishing returns could be laid largely on the size of mesh used in trawling and dragging operations.

As all trawl net fishermen know, this was very sound reasoning in that the three inch mesh usually employed in cod-ends brings about the wholesale destruction of immature fish. According to Fish & Wildlife Service biologists' reports, draggers once destroyed 63,000,000 baby haddock in a single season. Such wanton waste literally prevented billions of spawn from ever being left on the banks to develop, to say nothing of the fact that if the baby haddock were allowed to live, they would have been marketable within a year.

To cut down this deplorable slaughter of potential food fish and hoping to instigate action which would revive the once bountiful Georges Bank, Herrington advocated a $4\frac{3}{4}$ " cod-end mesh. His experiments, conducted on a commercial scale, showed that this change would result in the capture of only about 1/5 as many under-sized haddock and practically the same amount of saleable fish.

General concern about the haddock situation also was expressed in 1935 by the North American Council on Fisheries Investigations when it went on record as favoring an international treaty to protect the fisheries on all banks from greater decline.

In 1940-41 when the marketed catch of baby haddock jumped from a few thousand pounds to two million pounds within three months, Herrington again propounded taking measures to protect the industry.

The Atlantic Fishermen's Union went further in 1942 by drawing up a bill to be introduced into Congress. Limitations on the size of fish that could be sold as well as restrictions on all fishing during spawning seasons were suggested in the bill. However, nobody could be found to sponsor the bill in Congress.

After that the subject more or less disappeared into the background and fishermen continued to exploit the haddock to the extent that now they are finding it necessary to go farther and farther from home-port in order to get a profitable catch. This also is true with other species, such as cod and redfish. At present, trawlers go as far as Sable Island Bank.

A recent article in *Collier's* pointed out that fishermen are becoming alarmed increasingly, but they do nothing about it. Newspapers and magazines have printed much to bring the

plight of the haddock fishery to the public. As a result of one of these articles, Representative Hale of Maine has offered to introduce Federal legislation in an effort to improve conditions.

Hale's offer, made to Herrington, is to sponsor legislation based on recommendations of the Fish & Wildlife Service. This is the first big step. Another indication of a desire to help bring back the productivity of the fishing grounds is evidenced in provisions of a proposed treaty between the United States and Canada. Drafted by the Atlantic Fishermen's Union and filed with the Committee for Reciprocity Information by Patrick McHugh, secretary-treasurer, this treaty suggests an International Fisheries Commission with power to declare closed seasons for nursery grounds and breeding areas, and to fix size and character of fishing appliances to prevent the use of gear regarded as unduly destructive.

With solid backing from the fishermen it stands to reason that at last legislation may be enacted to aid in making Georges Bank again highly productive. This would help insure a source of fish close to home and eliminate the need for long, costly, time-consuming trips to more distant banks.

TABLE OF CONTENTS

SPECIAL FEATURES

New York Looks to Sea for Variety	17
Diesel Fuels and Their Combustion	18
The National Motor Boat Show	19
"Silver Bay" is First Steel Vessel Built for Maine	27
Hints for Proper Use of Wire Rope	46

NEWS REPORTS

Maine	27	Virginia	36
Gloucester	26	North Carolina ...	25
Boston	49	Florida	24
New Bedford	31	Mississippi	25
Vineyard	50	Louisiana	24
Rhode Island	32	Texas	25
Connecticut	31	Michigan	26
New York	31	Wisconsin	26
Maryland	35	New Brunswick ...	51

REGULAR DEPARTMENTS

The Sounding-Lead	9
Fish Landings for Month of December	39
Equipment and Supply Trade News	43
Late News	53
•	
Where-to-Buy Directory	52
Index to Advertisers	53
Classified Advertising	54

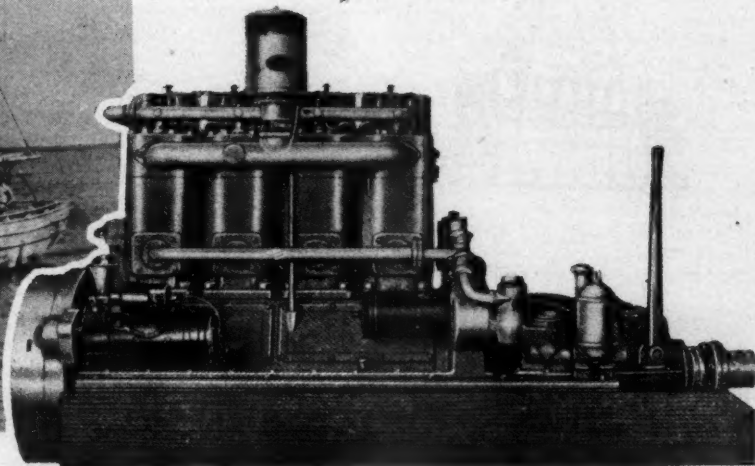
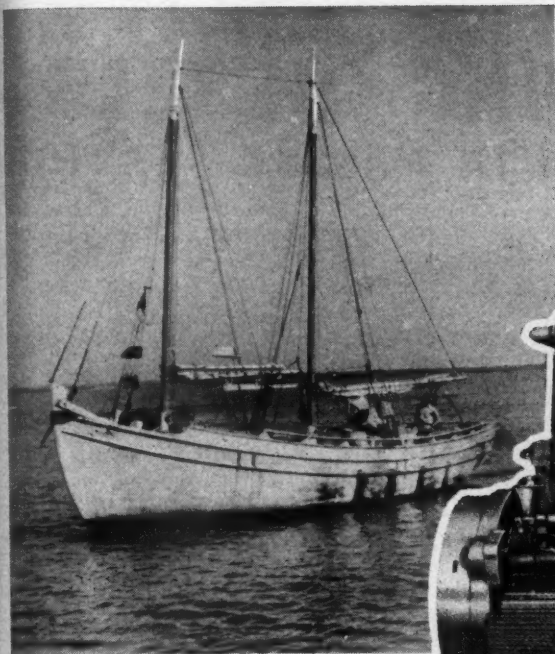


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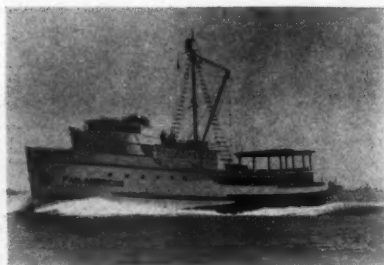
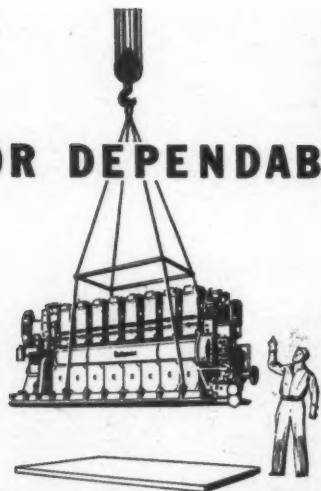
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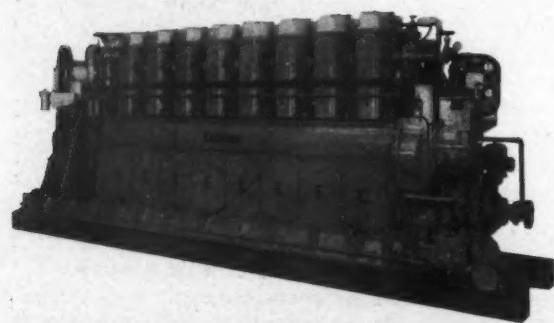
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The Sounding-Lead

TRADE AGREEMENTS—The United States fishing industry and other industries which would be adversely affected by the State Department's program for additional reciprocal trade agreements and reductions in tariffs are receiving increasingly strong support from various interests in their efforts to solve the problem. The U. S. Chamber of Commerce, other general National and State organizations, various organizations representing the industries affected, and the Commissioners of Agriculture in 13 Southern States have publicly opposed the State Department's program. Several Republican leaders have objected to the program, and one Republican argued that foreign countries should agree to accept increased exports from us before import tariffs are reduced.

The protest of the Southern agricultural leaders is of extreme importance, for it indicates a reversal of usual Southern thinking regarding tariffs. Generally speaking, the South has been for low tariffs. It now appears that trade agreements and tariffs will be one of the first subjects taken up by the new Congress.

On January 7 and 8 the 12-man Import Committee of the National Fisheries Institute met in Washington to determine what action would be taken in connection with reciprocal trade agreement hearings before the Committee on Reciprocity Information.

It was agreed by those present that the Committee go on record as opposing any reduction in the present tariff rates on fisheries. In view of the fact that it seemed impossible for distributors and producers to agree on a set quota of imports of frozen fillets from foreign countries, it was decided that the National Fisheries Institute would not submit a brief or appear orally at the coming hearings.

The Import Committee is composed of 6 producers and 6 distributors, as follows: W. A. Meletio, Meletio Seafoods Co., St. Louis, Mo.; O. L. Carr, Mid-Central Fish Co., Kansas City; Rudolph Sacks, Lakeside Fish and Oyster Co., Chicago; Charles W. Triggs, secretary, Fish Distributors Cooperative Association, Chicago; Arthur Jarrell and Rea, Pittsburgh; J. D. Williamson, Fortune Fisheries, San Francisco; Eugene Ruthford, San Juan Fishing and Packing Co., Seattle; T. F. Sandoz, Columbia River Packers Association, Astoria, Ore.; Jerome W. Kiselik, Flag Fish Co., New York; John A. Fulham, Fulham and Herbert, Boston; and L. J. Hart, secretary, Gloucester Fisheries Association, Gloucester, Mass.

The Maine Sea & Shore Fisheries Department, the Gloucester Fisheries Association and the New Bedford Seafood Producers Association are among the New England interests which have filed briefs against the proposed tariff reductions with the Committee on Reciprocity Information. In its brief the Atlantic Fishermen's Union of Boston urged a status quo in tariff rates pending development of a National fishery policy in line with the new era of International responsibility. In the Gulf area, Gulf Central Seafoods, which is against increased imports of crabmeat and shrimp, filed a brief.

The Secretary of the Committee for Reciprocity Information reported that 142 individuals, firms and associations connected with the commercial fisheries will testify at the tariff hearings.

LEADING 1946 PORTS—The leading fishing ports in the U. S. in 1946, in weight of fish landed, were San Pedro, Calif.; Lewes, Del.; Gloucester and Boston, Mass., and Reedville, Va., according to the Fish and Wildlife Service. In terms of the value of the landings, San Pedro held first place, followed by San Diego, Boston, New Bedford, and Gloucester, in the order named.

San Pedro, which has held the title of leading United States fishing port for three consecutive years, received most of the pilchards and mackerel landed on the Pacific coast and nearly half of the tuna. Landings at San Pedro in 1946 totalled approximately 475,000,000 lbs., with a value to fishermen estimated at \$17,000,000.

Lewes, Del. rose from sixth place in 1945 to second in 1946 because of the tremendous increase in the landings of menhaden. Lewes, exclusively a menhaden port, handled 276,000,000 lbs. last year compared with 175,000,000 in 1945, becoming not only the first ranking Atlantic coast port in volume of landings

but the United States center of the menhaden fishery.

Gloucester, among the three leading ports in the United States for two years in succession, received 218,000,000 lbs. of fish. About 60% of the Gloucester landings consisted of rosefish.

Landings at Boston amounted to 159,000,000 lbs., and although Boston's landings were smaller than Gloucester's, their total value was greater: \$13,200,000 compared with \$11,200,000.

The phenomenally successful year in the menhaden fishery was responsible for bringing Reedville, Va., from tenth place among U. S. fishing ports in 1945 to fifth place last year. Reedville received approximately 147,000,000 lbs. of menhaden, its sole fishery product, compared with 80,000,000 lbs. in 1945.

Although San Diego, with about 125,000,000 lbs., ranked below the first five ports in volume of landings, the high value of the fish brought into this port entitled it to second place in terms of value. San Diego received more than half the Pacific coast tuna in 1946. The value of all fish landed here in 1946 was about \$15,000,000.

Fish landed at New Bedford were valued at \$11,800,000, and totalled 92,000,000 lbs.

MARKETING RESEARCH—The type of organization to be set up in the Department of Agriculture to make its new Marketing Research Program effective has finally been agreed upon. Commodity committees will be established for the various products, including one for fish. Any project developed in an individual commodity committee must be referred to the master committee for that product, then gradually work its way up to the utilization committee, and then to the national advisory body, which has the final say.

Each committee will have representatives of various sections of the industry, including processors, wholesalers, distributors, retailers, etc., and will consist of from 5 to 11 men. Functional committees are being set up to govern transportation, storage, packaging and export.

The purpose of the program is to find a long-range solution to the country's food and agricultural problems, particularly to prevent periodic price-depressing surpluses. Underconsumption, not overproduction, is seen at the root of the nation's food and agricultural problems.

EXPORT LICENSING—The Office of International Trade has announced that canned fish, with the exception of mackerel, bonito, tuna, tuna fish flakes, (Continued on page 48)



"Am I glad to see you, I've been in this thing ever since it left the factory!"

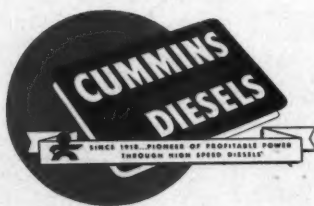


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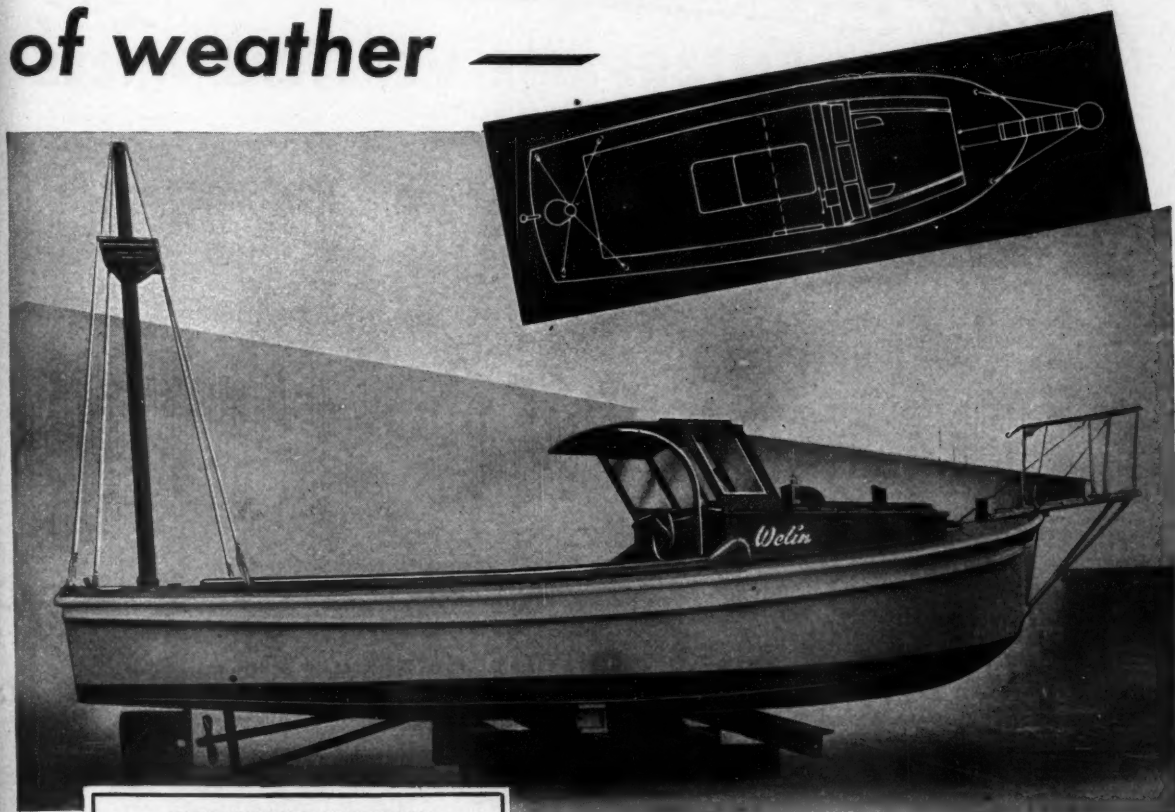


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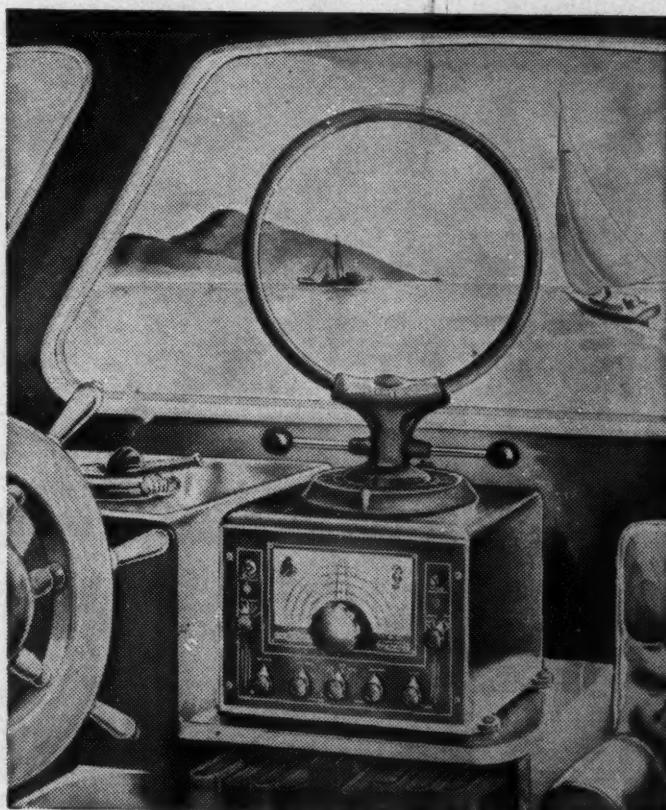
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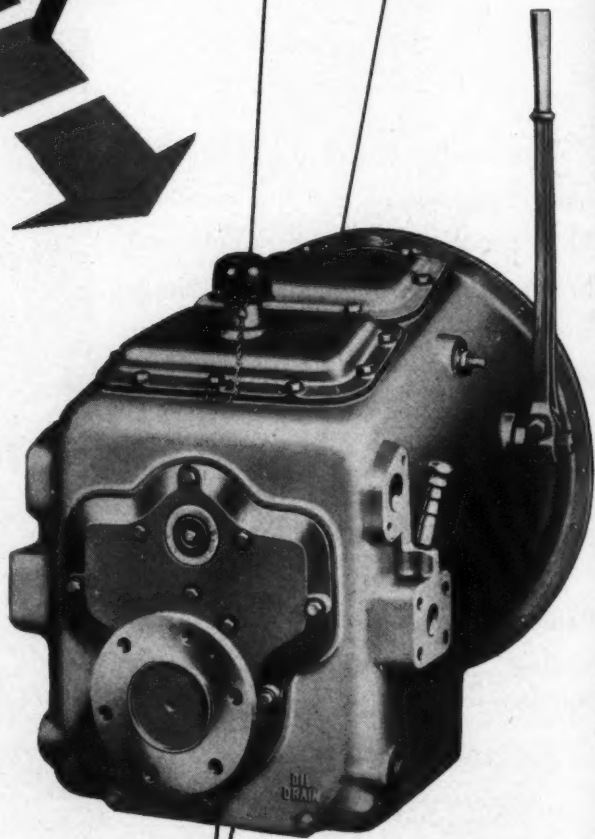
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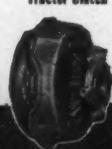
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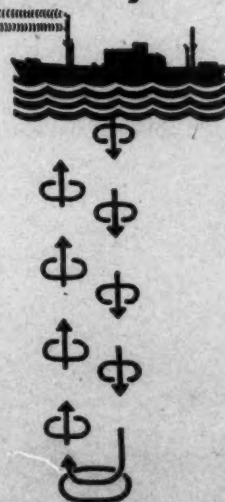
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New York Looks to Sea for Variety

By Walt Wandell

AN old saying recalls how "little fish make bigger fish", and almost any day at New York's busy Fulton Fish Market will provide a dramatic parallel in sea produce ranging from tiny smelts to giant swordfish. It also will give a companion picture of how this scope of seafood is funnelled from an equally diverse range of Atlantic seaboard into America's largest consumer market.

For bulk and variety are twin essentials in a volume which often runs between one and two million pounds daily, and points from Canada to Florida contribute to both. By air, rail, truck, and water extremes of locality meet extremes in taste and demand.

Smelts from the Maritime Provinces, for instance, would be like the proverbial "little fishes" in the vast, hungry vortex of New York, without shrimp from Florida or Louisiana, swordfish from New England waters, and the entire supporting range of seafood staples from intervening seaboard points. Yet, New York, too, would probably be lost without its smelts.

At least some portion of the city's cosmopolitan and highly developed taste would go hungry without the neatly boxed and proudly labelled shipments of frozen smelts which come from New Sidney, in the Maritimes, and fit into the enormous jigsaw puzzle of receiving, dispersing, and consumption. Likewise, other tastes would suffer if trailer trucks didn't roll daily from the South with shrimp, or planes weren't flying lobsters down from Maine.

On the other hand, more than taste would suffer if draggers and trawlers failed to discharge catches and rail facilities didn't feed additional supplies of common seafood staples into the cosmopolitan maw. Without cod, haddock, pollock, flounders, mackerel, and whiting, for instance, the city would miss a substantial part of its calories instead of a sensation for its palate. Or it would miss a vital source of nutriment if the supply of oysters, clams, and other varieties of shellfish were cut off.

This scope of possibilities would hit the average family's larder in the Bronx or Brooklyn, as well as the smart cocktail bar, the night club, or the seafood spot on Broadway. On one hand, actual harm could come in such emergencies as the recent meat strike; while, on the other, part of the sparkle would go from the Great White Way and the variety of Manhattan's "wonder" world.

Short of freaks and strikes, however, none of these things happen. The Fulton Fish Market is both the reason and the proof. Its organization, combined with the organization of the Atlantic fisheries and transportation systems, is not only a guarantee against serious shortage, but a source of the most diversified seafood assortment in the nation. It is a hub of receiving and dispersing which finds nearly every fish of the sea displayed in one open market block along the wharfage of East River.

Not only smelts and swordfish—everything between is here, and handled daily in a virile hubbub which finds boots, oilskins, knit caps, sou'westers, and rough sea woollens mingling with the smart, austere background of Manhattan, everything in fish and men, to make one of the city's most lively and robust scenes.

Start with the outside stalls and open fillet shops facing the river from the old Fulton market structure, made famous by



Unloading a dragger at New York's Fulton Market.

the late Alfred E. Smith. A freshly caught shark—dumped unceremoniously into a huge container, marks another extreme in size and variety, while neat rows of iced squid reflect a further range of taste. Swordfish itself comes in big, solid chunks, like rounds of beef, while the element of size is noted again in stiffly frozen halibut.

Bushel baskets of shellfish spread out across the pavement include not only oysters, clams, quahogs, and mussels, but such oddities as conches and razor shell clams. A step further and one finds great, raw slabs of skates' fins, dogfish, eels,

and even barrels of green, prickly sea-urchins. Menhaden and large, pink-scaled carp are also available for specialized demands.

This covers the more unusual items, but, meanwhile, boxes of iced shrimp are being discharged from overland trailers, while great quantities of staple ground-fish are going in and out of the open shops, along with mackerel, Spanish mackerel, herring, whiting, butterfish, redfish, bluefish, and sea bass. Lobsters have arrived by air and are being handled in special iced containers.

Add pike and an assortment of fresh-water fish which sometimes reaches more than twenty types, and the conception of variety is as great as that attributed to New York itself. All of this is shuffled together in a conglomerate mass, which overflows the old market structure and covers the sidewalks with fish, men, and busy, speculating buyers. Across the street, the new Fulton Fish Market, erected in 1939, presents an even busier scene, as larger distributors handle the bulk of incoming fish.

Likewise, vessels are busy, and winches whirl behind the new market as draggers from various points along the North and Middle Atlantic seaboard weigh out their catches. Fish boxed and barrelled in 100 and 200 pound weights are stacked along the wharf, while crews handle the scales, tally their count, and do their icing and carpentry on the spot. A large, automatic icer for holds is busy constantly, while a shifting stream of booted fishermen and trucks adds to the overall, teeming character of the market.

Elsewhere, related sheds and industries extend through an area which reaches from the shadow of the Brooklyn Bridge to the Third Avenue "El", and nestles under the heights of lower Manhattan. This whole area, generally, is known as the Fulton Market, but it is also one of the fish capitals of the world. It is a cosmopolitan symbol of America in its character, and in its functions—which embrace the entire East in both receiving and distributing.

Great quantities of ground-fish staples come from nearby North and Middle Atlantic regions, but Canada contributes prominently to the general range of products. Canadian products include salt and smoked fish, codfish, salt mackerel, spiced herring, smoked salmon, boneless herring, bacala, shredded cod, bloaters, kippers, boxed fillets of salt mackerel, and lobsters.

Oysters and other shellfish flow into the market from the nearby Long Island Sound fishery as well as other oyster producing areas, while New Jersey and the Middle Atlantic states add sea bass to the general run of fish. Georgia is represented, along with Florida and Louisiana, in the flow of shrimp trucked up from the South Atlantic and Gulf of Mexico fisheries. Spanish mackerel, which have a preference over king mackerel in

(Continued on page 32)

Diesel Fuels and Their Combustion

Quality, Engine Maintenance and Type of Use Affect Performance Efficiency*

IT is interesting to consider fuel combustion in the Diesel in order to understand its influence on the lubrication of the engine.

In both Diesel and gasoline engines, the heat energy of the fuel is released in the cylinders during the combustion part of the cycle. The high temperature of the flame would quickly destroy the metal structure of the engine, if means were not provided for removing the excess heat.

The amount of heat actually utilized in doing useful work on the piston is only about 35% of the total heat energy generated from the combustion of the fuel. The remaining 65% is the quantity which must be removed from the combustion space and dissipated to the surrounding air. Part of this is carried off through the cylinder head and walls to the water jacket. Part is removed in the exhaust gases. And an appreciable amount travels through the piston and connecting rod structure, by way of the lubricating oil, to the crankcase. Parts of the oil are cracked and destroyed while it is performing its proper functions of (1) lubricating the moving part and (2) carrying heat away from the piston.

The fuel charge in the Diesel engine is not nearly so well vaporized nor so well mixed with the proper quantity of air, as in the gasoline engine. The relatively cold liquid Diesel fuel is sprayed directly into the charge of hot compressed air. An appreciable time is necessary for fuel droplets to vaporize and reach the ignition temperature; this time lag is known as ignition delay.

Ignition

Ignition of the fuel is accomplished by the quick compression of the air charge to a small fraction of its original volume. Heat of compression raises the air temperature well above the spontaneous ignition temperature of the fuel.

The ignition delay period is determined by a combination of the chemical and physical properties of the fuel, by the engine conditions which control the compression temperatures and the fuel distribution.

For example, if the air cleaner is clogged so that insufficient air to give the proper heat of compression is drawn in on the suction stroke, or if an attempt is made to start a cold engine on an extremely cold winter morning, the compression temperature may not rise to the spontaneous ignition temperature of the fuel. Auxiliary means for heating the intake air may be necessary for starting a Diesel in very cold weather. Under normal running conditions noticeable differences in ease of starting and smoothness of combustion can be caused by fuels of low and high ignition quality.

In the Diesel engine it is desirable that the fuel have a low spontaneous ignition temperature, so that the combustion will start as soon as possible after the beginning of injection of fuel into the cylinder. If the ignition delay is relatively long, a large quantity of atomized fuel accumulates within the combustion space before the flame starts, with the result that too much fuel burns at once, the rate of pressure rise following ignition is too great, and "Diesel knock" is encountered.

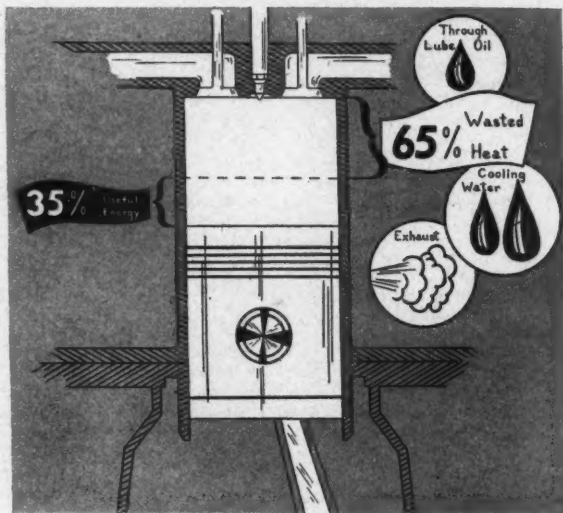
If the cetane number is sufficiently high for the engine, the ignition delay is short and the ensuing pressure rise takes place at a moderate rate, resulting in smooth, silent, propellant combustion.

Diesel engines differ in the smoothness and efficiency with which they burn their fuel because of differences in design. Some can use fuels of almost any type, and others are very "choosy". These characteristics can be altered by design changes.

Most Diesel engine fuels offered on the market range from about 35 to 55 cetane number. There are no engines in service at this time which require fuel of over 55 cetane number.

The Diesel fuels of naturally high cetane number are wax-bearing oils. These oils set to a solid mass when chilled, or form a "cloud" of tiny wax crystals which clog fuel-line filters.

* Excerpts from a book on the Lubrication of Diesel Engines issued by Gulf Oil Corporation — Gulf Refining Company.



Heat dissipation in the cylinder of a Diesel engine.

Obviously, a fuel having a pour point (solidifying temperature) of $+30^{\circ}\text{F}$. cannot be used all year in northern climates, but it might be perfectly satisfactory in warmer regions. The expense of treating to remove the wax or to add dopes to reduce the pour point is a serious economic disadvantage, since the low cost of fuel is one of the chief advantages of the Diesel.

After the flame starts in the Diesel cylinder, the remainder of the fuel burns around the liquid droplets which are still being sprayed into the cylinder. Consequently, the combustion occurs in local areas within the charge, where the fuel and air have not had time to mix completely. The air-fuel ratio at the point of combustion is excessively rich. The fuel burns with a luminous yellow flame, which transfers heat to the surrounding surfaces much more rapidly than the blue flame in a gasoline engine.

While the yellow flame combustion in the Diesel cylinder tends to create higher piston and head temperatures than are encountered in the gasoline engine of the same power rating, the fuel is used more efficiently in the Diesel as a consequence of the higher expansion ratio. Because a greater proportion of the fuel energy goes to useful work, there is less waste heat to be rejected, as indicated by the lower temperature of the Diesel exhaust gases.

Causes of Smoking

The Diesel engine operates on a leaner air-fuel ratio than the gasoline engine. There is an excess of oxygen in the Diesel exhaust and blow-by gases, particularly at part load. Under full load conditions, on the other hand, the air-fuel ratio approaches the theoretically correct proportion required to just burn all of the fuel being supplied. A properly operating Diesel engine, however, never uses a mixture ratio as rich as the theoretical. The limiting factor here is the appearance of the smoke in the exhaust. Smoking is usually thought of as being related to the maximum permissible power output. This is correct. But the underlying cause of the smoky exhaust as the power reaches a maximum (maximum fuel being fed to the engine) is the fact that the air-fuel ratio becomes excessively rich in localized areas of the combustion chamber. This is true even though the over-all air-fuel ratio is leaner than theoretical. Thus, the fuel charge has not burned completely by the time the exhaust valve opens, and the unburned portion leaves the exhaust as smoke.

Smoking is affected to some extent by the properties of the fuel, but nearly always poor combustion behavior in either the

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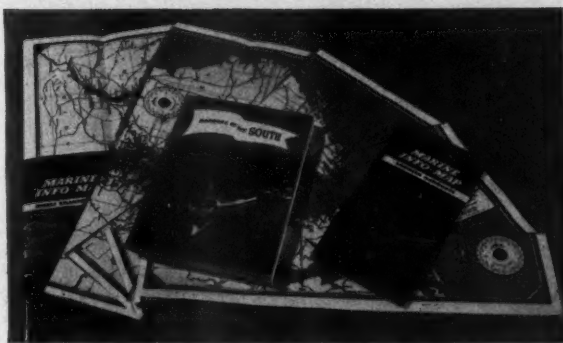
The National Motor Boat Show

THE National Motor Boat Show returned to New York City, January 10-18, after a six-year war lapse, when builders of boats and manufacturers of engines, marine equipment and supplies displayed their nautical wares under the roof of the Grand Central Palace. The following descriptions review briefly some of the exhibits.

Gulf Highlights Improved Gasoline

The improved marine white gasoline produced by Gulf Oil Corp. was highlighted in the Gulf exhibit. This, reportedly, was the first gasoline manufactured especially for boats and has recently been improved to the point where it exceeds the standards set for leading modern marine engines.

Gulf also featured Gulfpride Marine Oil and Gulfpride Diesel, and distributed cruising guides.



Gulf Oil Corp. cruising guides and maps.

General Motors Features Hydraulic Gear

The Detroit Diesel Engine Division of General Motors featured a hitherto unannounced hydraulically operated marine gear, the Series 71 Diesel engine driven marine auxiliary generator set and new arrangements of multiple engine units.

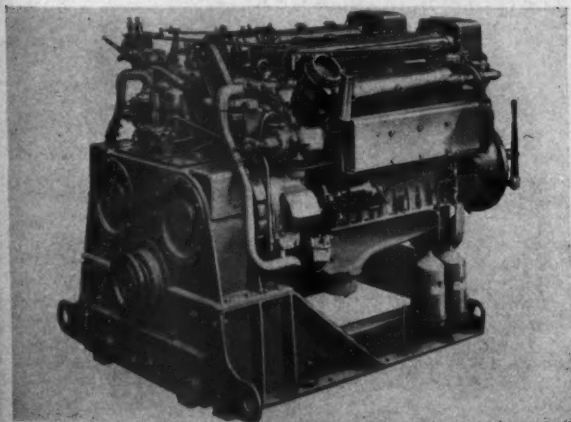
All GM Diesel marine propulsion engines shown in this exhibit (except the 2-cylinder engines) were equipped with the new space and weight saving General Motors hydraulically operated marine reverse and reduction gears. This gear assembly, available in either reverse and direct drive or as a reverse and reduction gear in various ratios between 1.5:1 and 4.5:1, is an integral part of the engine. The gear is shifted through a 4" lever requiring light pressure of about 10 inch pounds.

Also shown were the "Twin-6" engine combination offering up to 400 shp., and the "Tandem" Twin-6 engine, wherein two basic Series 71 engines are mounted end to end with a compact power take-off between them as the common integrating unit. Through a pinion and bull gear arrangement, power was taken off at the side for a propeller shaft which would run parallel to the engines affording right or left-handed rotation, as desired.

A 3-cylinder cut-away was displayed complete with a cut-away hydraulically operated gear in 2:1 ratio. A 4-cylinder marine propulsion unit also was shown coupled to a short propeller shaft and turning a chromium-plated propeller. This exhibit was so arranged that spectators could push a button and reverse the direction of the propeller rotation.

General Motors' new line of Series 71 Diesel engine driven marine auxiliary generators was represented by a 2-cylinder generator set in which the engine was base-mounted and directly connected to a 20 kw. single bearing, DC generator.

A motor-driven injector display also was featured. Enclosed in a plexiglas housing, this display showed the General Motors unit injector, actuated by an electric motor, atomizing, metering, and injecting fuel oil as it does under actual working conditions.



General Motors Model 12001-B Twin 6.

Nordberg Diesel and Gasoline Engines

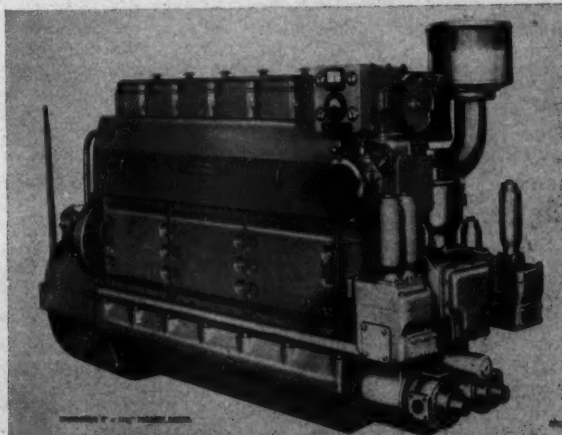
Nordberg Manufacturing Co. exhibited a model of a new 9 x 11½ series of marine Diesel engines which has been added to its present line. This Diesel series is built around a four cycle, solid injection type of engine and is available in 6, 7 and 8 cylinder models, supercharged or non-supercharged. It is a fully enclosed, heavy duty engine for operation at medium speeds and offers many design features.

The engines are suitable for marine propulsion or auxiliary service and the standard rating is 50 hp. per cylinder at 720 rpm. for non-supercharged engines, and 75 hp. per cylinder at 720 rpm. for supercharged engines. All supercharged models employ the Elliott-Buchi system of turbo-charging.

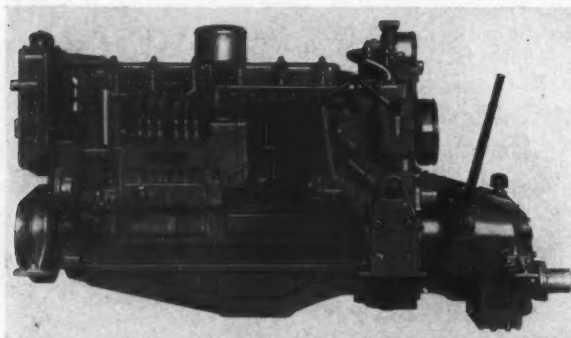
Propulsion models are direct reversing and are available in port or starboard arrangement for direct or reduction gear drive in ratios from 2.71 to 4.0:1. The reduction gears are the in-line planetary type and permit a lower installation of the engine. A sailing clutch is available to permit operation of auxiliary equipment through a forward power take-off. All of the marine models are designed with connections for pilot house control.

For auxiliary service, the engine and generator are mounted on a common steel fabricated sub-base forming a compact unit for both AC and DC power generation.

Also on display was a new series of Nordberg marine gasoline engines. These engines include three models, the FM-230, FM-320 and FM-340 covering a range of 52 hp. at 1600 rpm. to 133 hp. at 3000 rpm. All are four cycle, 6 cylinder engines. They are available for direct or reduction gear drive in ratios of 2.6, 3.0, 3.4 and 4.33 to 1, thus giving the equivalent of 15 models in 3 engine sizes applicable to a wide range of service, including fishing boats, up to 50' in length. The FM-230 is built for high duty with a 3-7/16" bore and a 4-1/8" stroke



4 cycle, 6 cylinder, 9 x 11½ Nordberg Diesel.



65 hp., D4600 Caterpillar Diesel with Joes 3:1 reduction gear.

while the FM-320 is for medium duty with a 4" bore and a 4 1/4" stroke. Designed for high duty the FM-340 has a 4" bore and a 4 1/2" stroke. All three feature chrome nickel gray iron cylinders and cylinder heads and aluminum alloy pistons.

Bludworth Depth Sounders and Direction Finders

Bludworth Marine displayed its complete line including depth sounders of the recorder and indication types, a portable recorder, the Depth-O-Meter, and the Standard Arrow and Standard Six radio direction finders. One of the Company's newer products, the Depth-O-Meter is an electronic unit employing supersonic sound waves that measure water depth up to 300 fathoms. It is a compact light weight instrument with large self-illuminating numerals.

Sterling Engine Has Enlarged Diesel Line

Sterling Engine Co. had nine Diesels in its line. Four of these are the products of its own laboratories, the other five having been acquired from the Superior Engine Division of National Supply Co., to round out the Sterling line.

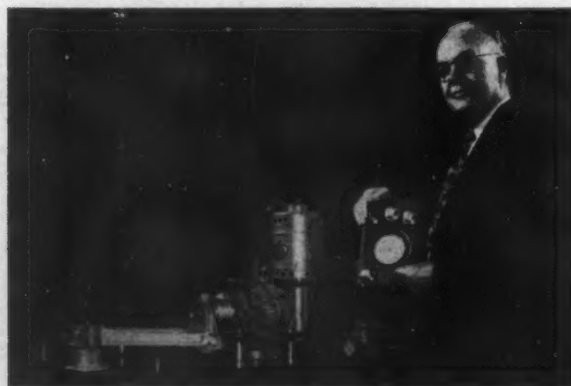
Sterling's booth contained two variations of the 6-cylinder, 250 hp. Petrel gasoline engine and five Diesel engines, three of which formerly were manufactured by Superior.

The Diesel section of the exhibit comprised a 4-cylinder, 30 hp. model; a 6-cylinder, 110 hp. unit; and an 8-cylinder, 230 hp. engine, all former Superior products, and Sterling's Viking 6 and 8-cylinder engines, the latter equipped with superchargers.

Sperry Gyro-Magnetic Pilot

Sperry Gyroscope Company's exhibit was highlighted by a working demonstration of a new Gyro-magnetic pilot for steering small craft automatically. A model was set up for the public to operate and to give an example of what may be expected in still smaller Sperry pilots to come in the near future.

Other navigation instruments and equipment on display included a No. 0 steering engine for moderate size boats and a No. 00 steering engine for the smaller automatic pilots to come. Also shown were a Mark 18 Gyro-compass, first of the smaller models; a standard Gyro-pilot; and a 20" incandescent searchlight with both distant and spread beams.



Thomas Farmer showing new Sperry Gyro-Magnetic Pilot.

Caterpillar Shows D4600 Diesel

The Caterpillar Tractor Co. exhibit was featuring a Diesel D4600 marine engine. The engine was equipped with standard starting engine, Joes 3:1 reverse and reduction gear, remote control, flexible fuel lines, 32-volt, 750-watt generator, side exhaust elbow outlet, front power take-off with 3.9:1 reduction, and 12-volt electric starting for gasoline starting engine. This six-cylinder, four stroke cycle, valve-in-head engine develops 65 hp. in continuous sustained service at 1500 rpm.

In addition to improving its present line, Caterpillar has new models already past the research, development and engineering stages, production of which will be facilitated by a \$30,000,000 expansion program spearheaded by a new Diesel engine factory with 925,000 square feet under one roof.

Columbian Propellers and Fittings

Improved production methods developed during the war were reflected in the various types and wide variety of propellers displayed by Columbian Bronze Corp. In addition, the Columbian Bronze exhibit showed a full line of hydraulic controls for steering, reverse gears and throttles. Other items of marine equipment on display included stern bearings, water strainers, rudders and miscellaneous fittings.

For mechanical torque rod remote control, Columbian offered new heavy duty bronze universal joints, bronze 90° gear boxes, and babbitted and ball bearing pillow blocks. Their use is recommended for valve operation, ventilator controls and engine remote controls.



Columbian torque rod angle gear box and universal joint.

"Quiz" Program at Esso Exhibit

As in former years, a mirthful note was injected into the display of Essomarine (Standard Oil of New Jersey). The exhibit was built around the famous Dr. Seuss cartoons and these weird characters added to the humor of the Esso display.

An unique feature this year was a "quiz" program, in which show visitors were asked to answer nautical questions over a public address system. Each person questioned was photographed, his (or her) name and address taken, and a photograph mailed to serve as a memento of the visit to the Esso booth. Copies of Dr. Seuss' hilarious yet practical "Ship's Log" were given out.

Monel Shafting and Anchorfast Nail

Monel shafting, galley equipment, tanks and accessories were featured in International Nickel Company's exhibit. Monel shafting on display included the precision-straight shafts that helped power PT boats during the war and now propel a variety of craft from pleasure cruisers to work boats.

The Anchorfast Monel nail, a new type of fastening which has become the standard plank fastener for many boat builders, headlined the display of accessories at Inco's booth. This is the fastener that "drives like a nail, holds like a screw" because of a series of annular grooves in its shank. In addition to its holding power, Anchorfast nails are rustproof and have Monel's resistance to sea air and water and many common corrosives. Other accessories also on display were lag screws, hanger bolts, escutcheon pins, keel bolts and similar equipment made from Monel, the sea-going high nickel alloy.

New Small Kelvin-White Spherical Compass

Among the compasses exhibited by Kelvin & Wilfrid O. White Co. was their new Corsair model, designed especially for small-boat fishermen. The new compass is a 4-inch spherical type, made almost entirely with plastics, thus providing high performance at low cost. It has a compensating system and is fitted with lighting. The unit can be mounted on any kind of boat in any position.

Kermath Shows New Diesels

The display shown by Kermath Mfg. Co. included its new 1947 models of Diesel marine engines. One of these engines was a 4-226, medium duty, 4 cylinder model designed to permit mounting angles up to 15° and to develop 55-65 hp. The 6 cylinder Diesel exhibited was a 6-474, medium heavy duty engine capable of 113 hp. Both are available with either direct drive or reduction and reverse gears.

Other engines in the 1947 Kermath line are a 6 cylinder 155 hp., high speed model called the Sea-Mate Special; a 6 cylinder Sea Prince which provides 70 hp. in medium duty and 95 hp. in high speed models; and a 25 hp. Sea Cub which is a compact 4 cylinder engine.

Lathrop Engine Marks 50th Anniversary

For 1947 Lathrop Engine Co. offers light, medium and heavy duty gasoline engines ranging from 20 to 175 hp. and 4 cylinder 50 hp. and 6 cylinder 80 hp. Diesels.

On display were a D-50 Diesel and the following gasoline models: a 125 Mystic, an LH-D6 DeLuxe with 2:1 reduction, an LH-4 with direct drive and an LH-4 with 2:1 reduction.

Of special interest is the fact that 1947 will be the fiftieth anniversary of the founding of The Lathrop Engine Co. During this half century the engines sold, for the most part, have gone into fishing vessels. Lathrop's present line has many added features designed specifically for fishermen, such as built in power take-offs and double ignition.

To meet the fishermen's need for more horsepower Lathrop plans on introducing early in 1947, a 90 hp. Diesel engine to be designated the Type D-90.

Snow-Nabstedt Reverse, Reduction Gears

The Snow-Nabstedt Gear Corp. showed for the first time their new line of S-N heavy duty type reverse and reduction gears developed through four years of war service.

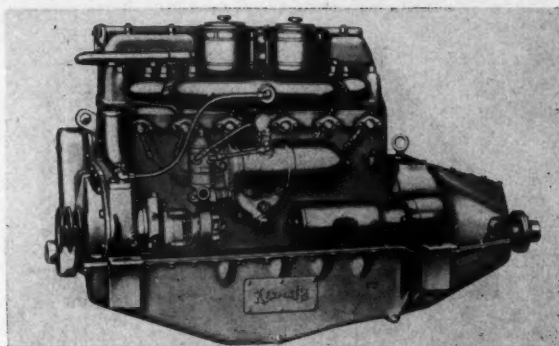
For either direct drive or reduction these new gears incorporate the double cone clutch with non-metallic linings bonded in place. The spring loaded clutch is designed with guaranteed 100% overload capacity on any engine for which it is recommended and it requires no adjusting. All gears reverse at 100% of engine speed. An absolute neutral enables the gear to be used as a sailing clutch.

Another feature is a completely new herringbone type of reduction gears that are straddle mounted on ball or roller bearings. The reduction gear unit may be swiveled around the centerline of the engine crankshaft thus making it possible to maintain the efficient propeller angle and keep the engine as low as possible in the hull, also to set the engines in twin installation nearer together or farther apart. S-N standard reduction gears are interchangeable so that a reduction gear of a different ratio can be applied quickly in the field or at the suppliers without affecting the alignment of the reverse gear to the engine.

Oscor Motors Introduces Sea Atom

A comprehensive display of its line was shown by Oscor Motors Corp. with the following gasoline models on exhibition: a 690-D, conversion of a Ford 6 cylinder block, representative of a series which can develop 32 to 92 hp. at 1000 to 3250 rpm.; a Willys Jeep conversion of series 460, capable of 60 hp. at 4000 rpm.; and a 100-D converted from a V-8 Mercury engine and rated at 102 hp. at 3600 rpm. Diesels exhibited were the Oscor Hercules 4 cylinder, 70 hp. and 6 cylinder, 83 hp. models.

Also shown was a model of the new Sea Atom which develops 22 hp. at 3250 rpm., has a 2½" bore, 3" stroke, weighs 275 lbs. and is 33" in overall length. Other products on display included conversion kits for Ford V-8 and Jeep engines.



Kermath model 6-474, 113 hp., medium heavy duty Diesel.

Moffitt Exhibits Goodrich Bearings

An exhibit covering the complete range of types and sizes, as well as some of the most important functions of Cutless rubber bearings, was featured in the booth of Lucian Q. Moffitt, Inc., National distributor and sales engineer for the bearings, manufactured by The B. F. Goodrich Co.

Part of the exhibit was a demonstration showing the characteristics of these bearings in eliminating vibration. A full size model of a stern was displayed to show how Cutless rubber bearings can be installed to replace other types of bearings without alteration of the boat.

International Paint Distributes Booklet

The International Paint Co. exhibit showed the possible results obtainable with its various paints, varnishes and compositions.

The Company also distributed a new, 16 page entertaining and instructive booklet portraying what goes on in the boatyards during commissioning season.

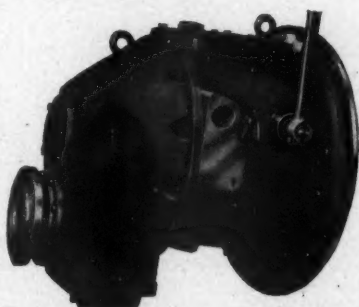
The booklet gives many useful pointers on how to prepare a boat for painting, selection of colors and the best procedure to follow in applying paint in order to produce a lasting and attractive finish.

Three Cummins Diesels Displayed*

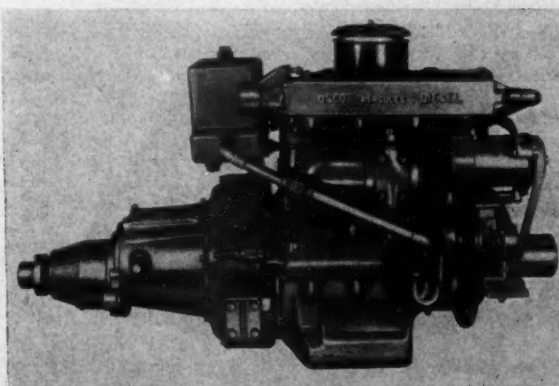
Three marine Diesel engines and a cutaway version of the exclusive Cummins fuel system were features of the exhibit of Cummins Engine Co. A special Boat Show Folder illustrated, in color, representative installations of Cummins Marine Diesels in fishing vessels, work boats, and pleasure craft.

The Model HMR-603, one of the three engines shown, is rated up to 93 hp. at 1600 rpm. for continuous, heavy-duty service. The engine on display was equipped with a Twin Disc MG-165, 3:1 reduction gear and a variable speed Woodward hydraulic governor. It had a heat exchanger and seawater pump and was equipped with a 32-volt, 1500 watt Leece Neville electric system. A Twin Disc front power take-off was included, along with a centrifugal-type bilge pump.

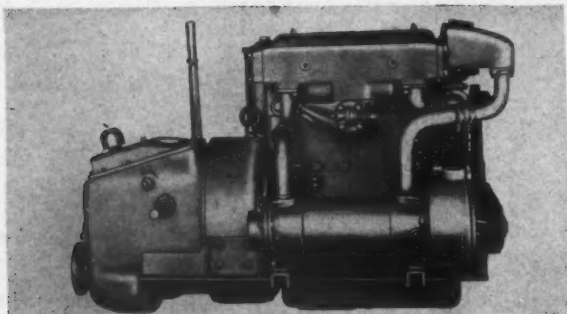
Also displayed was the supercharged Model NHMS-604, with a rating up to 175 hp. at 1800 rpm. in continuous, heavy-duty



A Snow-Nabstedt reverse and reduction gear.



4 cylinder, 70 hp. Oscor Hercules Diesel rated at 2600 rpm.



One of the new Gray Diesels with closed cooling system.

service. This engine operates through a Twin Disc MG-166, 4.38:1 reverse and reduction gear.

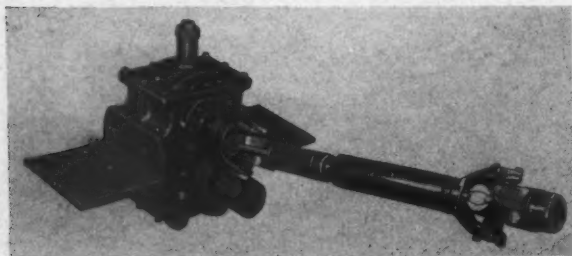
The third Cummins Diesel in the exhibit was the Model LML-602, rated for continuous, heavy-duty marine service at 177 hp. at 800 rpm. This engine was equipped with a Capital 2:1 reverse and reduction gear. This model utilizes air starting and is equipped with side rails.

G. Walter Features Transfer Drive

An exhibit featuring the products of G. Walter Machine Co. showed a transfer drive which uses tubular drive shafts consisting of two universal joints with spline and tube for connecting transfer unit to an engine. These universal joints are of needle bearing construction for operation at high speeds and at the required transfer angle.

Also on display were independent, offset reduction gears which are available in a complete range of sizes with large ratios for commercial operators. They carry full propeller thrust and are usually connected to an engine by use of a flexible chain coupling. These units operate quietly and are water jacketed for continuous service.

Walter also manufactures a line of Clean-Flo Cooling Systems in capacities from 1/2" for small gasoline engines up to 2" for heavy duty Diesel installations. Only one opening is required in the hull. Coolers are now supplied in complete kits for any gasoline and Diesel engine for plain circulation or with automatic thermostat control.



Walter transfer drive with tubular shafts and universal joints.

Smith-Meeker Shows Photo-Electric Pilot

The Smith-Meeker Engineering Co. exhibit, comprised of the products of various manufacturers it represents, included the Photo-Electric Pilot and Sol-E-Naud Reverse Control made by Kirsten Pipe Co.

The new-type Photo-Electric Pilot provides automatic steering for boats up to 100' in length. The display utilized a half model of a boat which was shown in such a manner that the equipment's functions were clearly demonstrated. The Sol-E-Naud all-electric clutch control, also shown, is the same equipment used by the Government during World War II on crash boats.

Other marine equipment displayed included U. S. Motors generating sets, Edison batteries and Western Electric radio-telephones.

Mikkelsen Exhibits Danforth Anchors

The Oluf Mikkelsen Co., exclusive New York distributor for Chrysler Marine Engines, Michigan propellers and numerous other marine lines, had a complete display of its wares including Danforth anchors and Goodrich Cutless bearings.

New Gray Diesel and Gasoline Models

Gray Marine Motor Co. is offering 15 workboat engines, both Diesel and gasoline, in the 1947 line. The gasoline engines include the Lugger series and Express series. A new, larger engine is the Lugger Six-427, a heavy-duty type of 115 hp. at 2400 rpm. Of similar design, with higher compression, is the Express Six-427, rated 150 hp. at 3200 rpm. These engines are available with reduction gear ratios of 1.5:1, 2:1, 2.5:1, 3:1, 3.5:1, and 5:1.

The new Graymarine Diesels are of the four-cycle, high speed type, and specifications have been released on four models rated at 35 hp., 55 hp., 85 hp., and 150 hp. respectively. These are the first of a new series based upon the design originated by Continental Motors Corp. Larger sizes are to follow. All are of the valve-in-head type, utilizing well established principles, but a departure from conventional design is the exclusive cushioned power combustion chamber. This absorbs peak pressures during combustion, and reduces working loads on pistons, bearings and crankshafts. All Diesel models are equipped with closed system cooling and welded steel mounting rails with adjusting jacks, the same as used on the heavier gasoline engine models.

In all of the heavy-duty Graymarine engines, emphasis is laid on Thermogard automatic temperature control, and the gasoline engine models are available either directly cooled by sea water or with closed system cooling for use with keel piping or in-board-type heat exchanger.

Special equipment for commercial fishermen includes V-pulley on flywheel with extra sheaves as required for driving generator, bilge pump, air compressor or vacuum pump; auxiliary 300 or 600 watt generator; and Twin Disc power take-off.

Twin Disc Offers Full Range of Gears

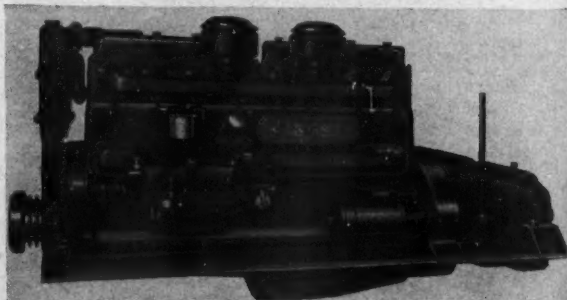
A feature of the Twin Disc Clutch Company exhibit was a Model MG-165 reverse and reduction gear with a transparent housing through which visitors, while actuating the gear, were able to see its inner workings. The new MG-55 model, smallest in the Twin Disc line, and a front power take-off also were shown.

Recent modifications now permit Twin Disc to offer a full range of sizes. Each model incorporates full power and full speed in either forward or reverse, instant response through single lever control, and automatic adjustment of the clutch plates for wear. The Twin Disc line includes seven models for use on engines with continuous output ratings of 20 to 275 hp.

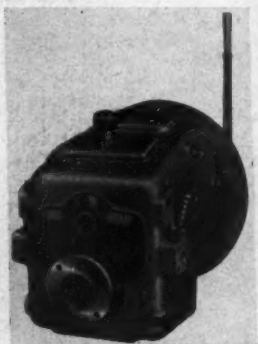
In addition to the marine reverse and reduction gears, Twin Disc also offers the Model ME-301, a multiple engine hydraulic drive designed to permit two gasoline or Diesel engines to turn a single screw. It is adaptable to all makes of engines developing up to 150 hp. each in the 1200 to 1800 rpm. speed range.

Buda Shows Two New Diesel Series

The Buda Co. featured two new series of its marine Diesels, the 161 series and the BD series, as well as two new Diesel electric generator sets, 4-BDMG-153 and 6-BDMG-230.



Buda Diesel Model 8-DCMR-1125, largest of the new 161 series.



Twin Disc Model MG-61 marine reverse and reduction gear.

Models of the new BD series on display were 4-BDMR-153, 30 hp.; and 6-BDMR-230, rated at 45 hp. for small commercial craft. Also shown were two 6 cylinder DTMR's, the 317 and 468, developing 45 hp. and 60 hp. respectively, in trawler service.

The new 161 series includes models 6-DCMR-844, rated at 104 hp., supercharged 125 hp.; and 8-DCMR-1125, 140 hp., supercharged 170 hp. Both were on exhibit along with a 6-DCMR-1879 which is rated for trawler service at 171 hp. or supercharged, at 212 hp.

Michigan Wheel Shows Propellers

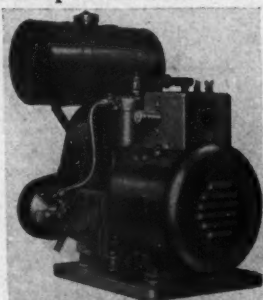
The full story of the patented method by which the Michigan Wheel Company of Grand Rapids, Mich., manufactures its Aqua-Master inboard and outboard propellers was depicted in the firm's display. The exhibit included pitch-block equipment for restoring precise accuracy to all makes and styles of propellers at 24 stations located throughout the country at strategic points. In addition, the Company's complete line of Michigan Machined-Pitch propellers including a group of Aqua-Master inboard and outboard wheels were shown.

Separate from the Michigan Wheel propellers was a display of Equi-Poise propellers formerly manufactured by Federal-Mogul. Michigan recently took over the Equi-Poise, Tru-Pitch and Hy-turbine lines.

U. S. Motors Generating and Propulsion Units

On display in the United States Motors Corp. booth were 1 cylinder, 3 kw.; 3 cylinder, 5 kw.; and 4 cylinder, 10 kw. Diesel electric plants, all very compact and especially designed for the marine trade. Also shown was an air cooled propulsion engine.

The Corporation will have available in limited quantities for the 1947 season a new 2 cylinder, 10 hp. engine rated at 2200 rpm. They also are producing a 750 watt, water cooled gasoline marine electric plant.



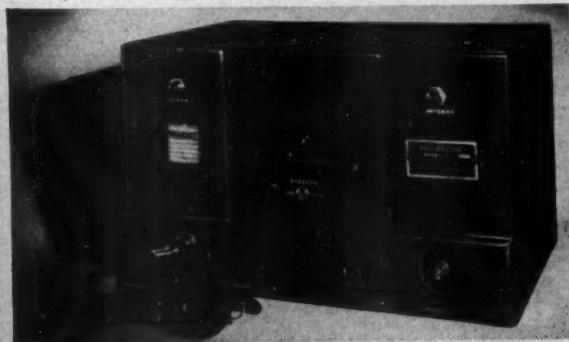
United States Motors Corp., 750 watt, water cooled, gasoline marine electric plant.

Radiophone Increases Line to Six Models

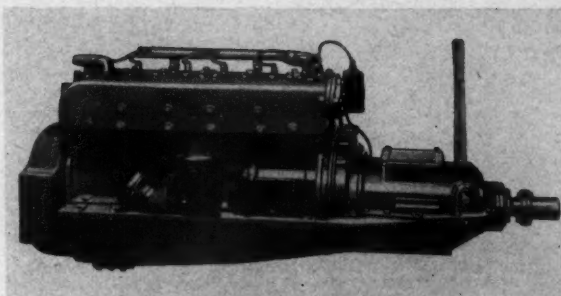
The 1947 line of Radiophone marine radiotelephones which was on exhibit has been expanded to include six models, all featuring compact size, ease of installation and simple operation. The new Radiophones offer a range of power output from 10 to 150 watts and models will be available for use with 6, 12, 32, or 110 volt power supply systems.

Besides Models 25, 25X and 30, designed for boats with 6 or 12 volt batteries, the line includes Model 35 which has 4 channels, crystal controlled, and provides standard broadcast reception. This set operates on 12 volts and delivers 30 watts of power.

The larger radiotelephones are Model 75X with five crystal controlled channels coming in 12, 32 or 110 volts with 75 watts of power, and Model 200X for heavy duty service with an output of 150 watts from either 32 or 110 volts.



5 channel, 75 watt Radiophone Model 75X radiotelephone.



6 cylinder, 120 hp. Palmer gasoline engine.

Palmer Traces History

The evolution of the gasoline engine, as shown in current catalogues from the year 1895 to the present, was a feature of the Palmer Bros. Engines exhibit. The display illustrated how the original Palmer Engine, itself on view, was advertised and displayed to the very limited boating public of the "Gay Nineties" era. Later catalogues showed the changes in the engine's design, the newest ones describing the present day models which were featured in the Company's main exhibit.

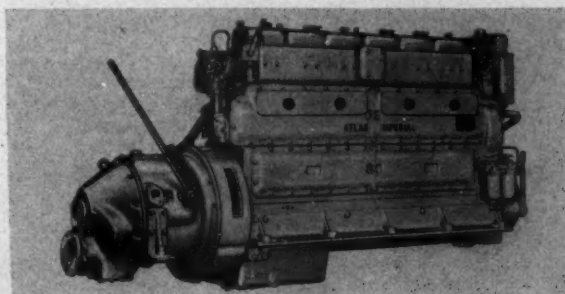
The new Palmer line includes: the High Speed Series in 4 and 6 cylinder models rated at 25, 45, 75 and 120 hp.; the Heavy Duty ZR Series of 1, 2, 3 and 4 cylinders rating from 7 to 40 hp.; the Diesel Series of 1, 4 and 6 cylinders rating from 9 to 125 hp.; and Gasoline and Diesel generator sets.

Chrysler Displays New Line

Chrysler's "Twentieth Anniversary Line", an array of six marine engines completely new in both design and engineering, were publicly displayed for the first time. These engines will be illustrated and described in our February issue.

Pettit Paint Shows Movie

Featured at the Pettit Paint Co. booth was a continuous movie in color with 400 ft. of film showing the many uses of Pettit paints and varnishes. An attractive display portrayed the scope of Pettit's current advertising campaign. The Company announced its new Canvas Sealer and Tightener which was developed for shrinking newly laid canvas decks and cabin tops. The product removes wrinkles and fills the canvas so that deck paint produces a superior finish.



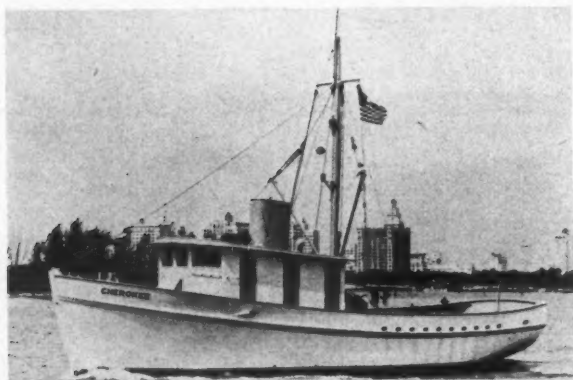
Atlas 6EM253, 135 hp. Diesel with reverse and reduction gear.

Atlas Displays Diesel with Reduction Gear

Atlas Imperial Diesel Engine Co. exhibited a 6 cylinder, 6 $\frac{1}{4}$ x 8 $\frac{1}{4}$, 135 hp. Model 6EM253 Diesel built to operate at 900 rpm. and adaptable for use in fishing vessels.

The show model was fitted with Snow-Nabstedt reverse and 2:1 reduction gear, fresh water cooling system, Bosch APF fuel system, Twin Disc forward power take-off clutch and a power take-off sheave mounted on the forward end of the crankshaft behind the clutch.

The Company also showed a 3 kw. Atlas Hi-Speed, 1 cylinder, 5 hp. auxiliary generator set and a 9 kw., 3 cylinder, 15 hp. auxiliary generator set. Both units are 3 $\frac{1}{4}$ x 3 $\frac{3}{4}$ and turn up 1800 rpm.



60' shrimp "Cherokee" owned by Cherokee, Inc., Miami, Fla. and skippered by Fred King. Equipped with Onan WM3S generating plant and 150 hp. Superior Diesel, her capacity is 50,000 lbs.

Florida Sponge Industry Seeks Higher Tariff

Charging that the present tariff on Mediterranean sponges does not give adequate protection to the Florida industry, Tarpon Springs sponge boat owners have asked their Congressmen to urge President Truman to issue an executive order raising the tariff to 45%. Leaders of the industry, headed by George M. Emmanuel, succeeded in having the tariff increased from 10% to 30% several years ago; however, an executive order has lowered it to 22%. Due to cheaper labor costs, Mediterranean sponges are selling for approximately \$18 per pound, whereas Tarpon Springs sponges bring about \$23.

Another major problem of the sponge industry is the shortage of sponges in the Gulf. Mike Samarkos, a leader in the industry, is of the opinion that the sponge beds which are now being worked should be closed for 6 months or longer to allow growth. He is in favor of passing a law to permit the diving fleet to harvest in the deep waters of Monroe County, on the lower west coast of Florida, and in the areas of the Key West chain while the regular area recuperates. Representative Clement has agreed to introduce such a measure in the Legislature.

Atlantic Fisheries Commission Meets

Agreements whereby the waters of Florida, Georgia and South Carolina will be made available to commercial fishermen on a reciprocal basis were reached at a meeting of the Atlantic States Marine Fisheries Commission at Jacksonville on December 9. The group also recommended new legislative acts to tighten conservation laws and assure enforcement of regulations.

W. J. Hendry, chairman of Governor Caldwell's fishery advisory committee, presided as chairman of the conference.

Mackerel Strike Settled

Mackerel fishermen in Key West and along the Florida keys went back to their boats on December 7 after wholesalers agreed to pay 10c a pound for mackerel. The boats had been tied up for several days because of the fact that wholesalers had cut the price to 8c.

New Products Being Investigated

Florida's commercial fishing industry is out for record business, according to Frank Fant of Jacksonville. Fish loaf, fish bologna, fish hot dogs, a fish paste which is superior to anchovy and can be spread on bread like peanut butter, and even canned hush puppies, are now in the planning process. Florida seafood producers also are engaged in intense research into methods designed to bring fresh fish to the table in top condition.

C. C. Raffield Dies

C. C. Raffield, 58, one of Panama City's best known wholesale commercial fishermen, died recently. Raffield had been connected with the Panama City fishing industry for 45 years, and was associated with his brother in operation of a fishing fleet and distributing firm.

Gulf Adopts Tentative Fisheries Compact

A tentative Gulf States Marine Fisheries Compact was adopted at a meeting held in New Orleans, La. on December 5 and 6, and attended by representatives from the Atlantic States Marine Fisheries Commission and from the States of Louisiana, Mississippi, Alabama, Florida and Texas. A five-state committee appointed to work in furtherance of plans for enactment of the fishery pact will submit the 15-article draft to the attorneys general of the affected States and to the Federal Department of State for possible modification. The committee also plans to contact various members of Congress from the 5 States, as the compact cannot be adopted without Congressional approval.

Under the agreement, foreign countries whose waters are contiguous to the offshore waters of the Gulf States may become members of the commission, and it is provided that the Fish & Wildlife Service shall act as the primary research agency for the 5 States. One article of the compact sets forth that the States party to the agreement recognize that the increasing intensity of fishing pressure on offshore fisheries may require conservation measures, and the commission is pledged to a study of this matter and other questions.

After final adoption by all of the Gulf States, the compact will continue in effect unless renounced by one of the States. The agreement may be renounced by a State only after the other States have been given six months' notice.

Tentative plans call for the following annual appropriation by the various States: Louisiana, \$5,000; Florida, \$3,500; Texas, \$2,500; and Mississippi and Alabama, \$1,000 each.

James N. McConnell, director of the Division of Oysters and Waterbottoms of the Wild Life and Fisheries Department, was named ex officio chairman of the 5-State committee. Other members are as follows: J. L. Baughman, Rockport, Tex., secretary; Thomas Johnson, Mobile, Ala.; Harry P. Gamble, Sr., attorney for the Louisiana Wild Life and Fisheries Department; Reece D. Bickerstaff, Gulfport, Miss.; and William J. Hendry, Okeechobee, Fla.

New Shrimp Trawlers

Three new shrimp trawlers, two of which are 65' x 18½', with the other being 50', are under construction at the E. Klonaris Shipyard, Morgan City, La. The 65' craft are for Bertoul Cheramie and William Sheppard, while the 50' trawler is owned by Paton & Smith.

Billy Kenon, partner in the Jumbo Shrimp Co. with F. P. Tower, is the owner of a new shrimp trawler, the *Ruby Lee*. The vessel is equipped with a D13000 Caterpillar Diesel.

Cooperative Changes Name

In order to avoid confusion with a firm in New Orleans, La. by the same name, the Fishermen's Cooperative Association met at Morgan City recently and voted to change its name to the Twin City Cooperative Association, Inc. The name of the New Orleans firm is filed with State and Federal agencies even though the concern is now inactive.

Closed Shrimp Season

Louisiana's new Wintertime closed season on shrimping in inside waters, which went into effect for the first time this year, began on December 15 and will continue through March 15. Trawling is prohibited only in waters of less than 18' in depth. The new law also provides for a second closed season, in both inside and outside waters, between June 10 and the second Monday in August.

The shrimping season in inside Mississippi waters ended on December 21, following a meeting at Biloxi of the Mississippi Seafood Commission with representatives of packers and fishermen. The season will be closed until March 15 in inside waters, including all waters of the Mississippi Sound.

The closed season is in conformity with Louisiana laws, and in fulfillment of the reciprocal agreement between the two States. Shrimp may be taken for bait, provided not more than 105 lbs. are taken at any one time. These must be of legal size, not more than 40 to the pound.

Inspect Oyster Reefs

Mayor Chester A. Delacruz and James N. McPhillips of Biloxi, Miss., who recently made an inspection of oyster reefs in cooperation with James N. McConnell, director of the Oyster division of the Louisiana Department of Wild Life and Fisheries, reported that the north Louisiana reefs, which were opened on January 1 for canning, were in good condition. The group revealed that there were few oysters in the Bayou St. Helena area, and that Mississippi oysters were plentiful but small.

"Thomas Lee" Damaged by Fire

The shrimp trawler *Thomas Lee*, owned by Tommy Carmichael of Gulfport, Miss., was practically destroyed by fire on December 7 about $\frac{3}{4}$ of a mile southwest of the Gulfport breakwater in Mississippi Sound. After an unsuccessful attempt to extinguish the flames, caused by an engine backfire, John T. Pilgram and Al Graham of Gulfport, who were aboard the craft, escaped in a skiff.

Texas Shrimp Price Dispute Settled

Most of the independent shrimpers at Freeport took their boats into the Gulf on December 16, thus ending a 12-day tie-up in protest against a $4\frac{1}{2}$ c cut, from $25\frac{1}{2}$ c to 21c a pound, in the price for shrimp. As the result of the efforts of the Brazosport Chamber of Commerce, the Clark Seafood Co., Bayou La Batre, Ala., agreed to open a branch in Freeport and to buy all shrimp brought to them at the Morgan City, La. price, which is now $25\frac{1}{2}$ c a pound. However, company-owned or mortgaged boats remained tied to the docks as the captains shrimp on a "boat share" percentage, and refused to take their boats out for the 21c rate.

Shrimping at Port Isabel was unaffected by the strike, as dealers agreed to pay $25\frac{1}{2}$ c a pound.

The closed season for taking shrimp in Texas inland bays began December 15, and will remain in effect until March 1. During this period only boats operating a 10' bait trawl will be permitted in closed waters.

Assn. Seeks to Conserve Shrimp

The Texas Fishermen's Association, Inc., of which C. E. Farley is president, is starting a legislative campaign to conserve shrimp. The organization is asking for laws which would set a size limit of 55 count on tails, stop the sale of shrimp for commercial purposes during the inside closed season, and prohibit the issuance of out-of-state licenses.

Make Good Trout Catches

Commercial pole and line fishermen of Port Isabel experienced some of the best trout fishing they have had for several years the week of December 9. Good catches included one made by "Uncle Joe" Haney, J. E. Haney, "Buck" Haney and Earl Moore, combined dressed weight of which was in excess of 900 lbs. Another good catch was that made by C. L. Williams, who had more than 350 fish, mostly trout, which weighed 280 lbs. dressed. Most of the fish were taken from the ship channel.

Commission Buys New Patrol Boats

The Texas Game, Fish and Oyster Commission has purchased 5 new cabin cruisers for patrolling coastal waters. Three of the boats have been delivered; with one assigned to the Port Isabel area, the second to the Chocolate Bayou section, and the third to the Corpus Christi area. The new cruiser for Port Isabel, which is 28' long and draws only 11" of water, will replace the *Dovey*.

Albert Collier Resigns

Albert Collier has resigned as general manager of the Rockport Fish & Oyster Co., Rockport, and of the Bay Fish Co. of Seadrift and Aransas Pass. Mr. Collier, who is a marine biologist, expects to take a position in fisheries research elsewhere. Delmar Taylor is the new general manager of the Rockport Fish & Oyster Co.



The 65' all welded steel shrimper "Reckless" owned by Victor Guarisco, Morgan City, La. and designed and built by Arnold V. Walker Shipyard, Pascagoula, Miss. She is powered by a 135 hp., D17000 Caterpillar Diesel turning a 48 x 34 Columbian propeller and has a capacity of 250 bbls. of iced shrimp.

Dredge Intracoastal Canal

Dredging work in the Gulf Intracoastal Canal at the Colorado River Crossing has been completed. The sunken shrimp trawler *Inez*, which was located 6 miles west of the Colorado, has been raised and no longer constitutes a menace to navigation.

Catches Big Turtle

Gordon Ely of Aransas Pass, who skips the *Agnes*, caught a 1,200-pound sawbuck turtle off Port Aransas in his shrimp trawl during a recent routine trip. Also caught were 470 lbs. of jumbo shrimp.

Wolverine Representative Appointed

Wolverine Motor Works, Inc., Bridgeport, Conn., through Sales Manager, Perry W. Rodman, has appointed McCall Tractor and Equipment Co. of Houston, Texas, as sales agent in Southwestern United States. P. E. Fallon is their representative.

North Carolina Menhaden Fishing Improving

Menhaden catches began to increase early in December, with the coming of colder weather. Vessels fishing in Hatteras waters, where large schools of the fish first were encountered, landed an estimated total of 8,000,000 lbs. on December 5, which amount was equal to the catch for a period of a week or longer earlier in the season. Approximately 50 menhaden boats are based in the Beaufort-Morehead City area.

The menhaden vessel *West Beaufort*, owned by the Smith Meal Co., recently caught a cabio, also known as a crabbeater, with a length of 5'5". The fish was reported to be the largest ever taken in North Carolina waters, the next largest having been 5' long.

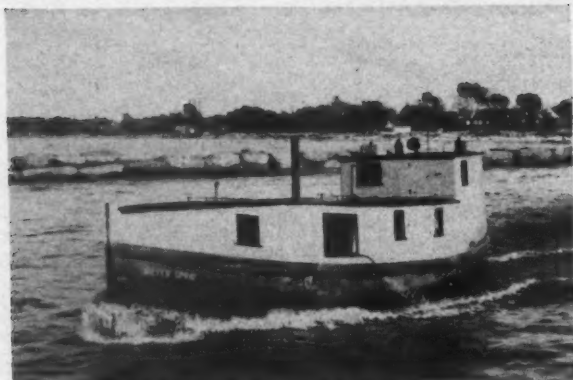
"Mary Clark" Sinks

The 55' trawler *Mary Clark*, owned by Dr. L. C. Fergus of Southport, sprang a leak in heavy seas and sank off Ocracoke on December 20. Her three-man crew was taken aboard the fishing boat *Fulcher*, skippered by Capt. Noe Gaskill of Oriental.

Discuss Survey of Fisheries

Eminent leaders in the fields of marine biology, oceanography and botany assembled at Chapel Hill recently to discuss progress on a survey which is now being made of the marine resources of North Carolina. Eventually to be published as an 800-page report with a complete hydrographic map, the study will be one of the most exhaustive ever made of a State's commercial fisheries.

The proposed "University of the Sea", to be established at the former Naval Section Base at Morehead City, also was a topic of discussion. It was contended that proper research and training could greatly expand the economic importance of the North Carolina fishing industry.



The 43' tug "Silver Spray" owned by Earl Killoran of Ontonagon, Michigan, powered by a 77 hp., D8800 Caterpillar Diesel.

Great Lakes Herring Run Is of Record Volume

The herring run in Lakes Superior and Michigan was of record size this year, with catches in some localities larger than they had been for 15 years. Munising, Mich. tugs took from one to three tons of herring each trip, with the price holding at 3 to 3½¢ per pound for sales to fish plants. For the most part, however, fishermen followed the usual custom of packing the herring in kegs and salting them down for shipment.

In most regions on Lake Superior herring fishing has been very profitable. Although the run started decreasing the middle of December, several vessels still were bringing in anywhere from a ton to three tons. Production in Lakes Superior and Michigan fell off about 10 years ago, and during the past few years there have been no sizable runs.

Both Michigan and Wisconsin fleets, operating out of Menominee, Mich. and Marinette, Wis. on Lake Michigan made larger catches this season than they had for several years. Most of the herring were taken along the west shore of Green Bay near Ingallston, and were of average size.

The run in this area ended on December 10, with a total catch by Marinette fishermen of 262½ tons, the largest amount taken in 15 years. At the peak of the run a crew of 50 dressers and salters was busy at one plant handling the catch, and carload shipments of salted herring were sent out of Marinette daily.

The herring run in Marquette, Mich. waters started late in November, and tugs made sizable catches almost every trip. The fleet, which ordinarily consists of 10 boats employing about 25 men, greatly increased in size when herring hit the region.

The herring season at Bayfield, Wis. was nearly over by the 7th of the month, with half of the boats tied up. The season was shorter than usual this year, and there were only two weeks during which good catches were made. The managers of the Booth Fisheries Co. and the Kuehn Fish Co. estimate that the total tonnage of herring landed this year at Bayfield will equal or exceed last year's yield. The Kuehn Co. fished 11 boats this season, while Booth had 16 boats out.

A new type of pack, designed to meet the demands of a small family for a product which is 100% usable food, was produced in Bayfield this year. The herring were filleted and frozen, and were packed in one pound cartons instead of the usual salt pack or frozen round pack of 25 lbs. or more.

Five members of the Wisconsin Conservation Department have been going out on the tugs fishing for herring in order to strip the fish of milt and eggs. The fertilized eggs are sent to the State Fish Hatchery at Woodruff, where approximately 80% of them will become live herring, as compared to the 1 or 2% which hatch under normal conditions. The herring will be planted in several lakes throughout the State, including Menomota at Madison.

"H. J. Dorndos" To Be Scrapped

The steam-powered tug *H. J. Dorndos*, which long has been queen of the Grand Haven, Mich. fishing fleet, is going to be

scrapped. The tug has been rebuilt several times since it first sailed on the Great Lakes in 1894.

Using Planes for Law Enforcement

The Michigan Department of Conservation is using a single motor, 4 place plane and a Stinson Voyager plane for law enforcement purposes on the Great Lakes. The planes also are used to transport supervisors around the State on their inspection trips.

"Fair Lady" Has Conveyor System

Joe LeBel of Bayfield, Wis., veteran member of a family of Lake Superior fishermen spanning several generations, has outfitted his tug *Fair Lady* with a system of endless conveyor belts, with tables on either side. Workers remove the fish from the nets and drop them on the conveyor belts, which take them forward and out of the boat by means of an escalator that drops them into boxes on the dock.

Gloucester Has Record Year of Redfishing

A fleet of 265 craft landed a total of 207,390,600 lbs. of fish in 4,507 trips at Gloucester during 1946, making that port the foremost food fish port in the nation for the fourth year in succession, in spite of the fact that August production was cut in half due to a lack of freezer space. Although fresh fish production was 2% behind the all-time record made in 1945, redfish production set a new record, with 165 draggers landing 1,848 trips totalling 135,391,000 lbs., or 24% above the 1945 catch. The average trip of redfish in 1946 was 73,263 lbs., as compared to the 1945 average of 61,585 lbs., or a jump of 19%.

A total of 5,847,000 lbs. of whiting were landed in 518 trips this year, and 11,523,000 lbs. of mackerel were landed in 421 trips. Whiting production was only a third of what it was in 1945, while the mackerel catch was about the same as in 1945.

Draggers Leave for Greece

Five New England fishing vessels, the *Sacred Heart*, *Baby Paul* and *Squantum* of Gloucester, and the *Fordham* and *Moonglo* of Boston, purchased recently by UNRRA, were scheduled to leave Boston on December 19 for Greece. The *Sacred Heart* has a Gloucester crew, with Capt. John R. Morash in command. They expect to be in Greece for about 2 months, and will train Greek crews in the latest methods of American dragging.

Capt. Morash, who was formerly in command of the *Leretha*, is an old-time skipper out of Gloucester, having gone dory fishing, mackerel seining and dragging during his career.

Draggers in South

Included among 5 Gloucester draggers which left the week of December 23 to spend the Winter fishing out of southern ports were the *Catherine L. Brown*, *Manuel P. Domingos*, *Alvan T. Fuller*, *Magellan* and *Joseph S. Mattos*.

"Gaetano S." Damaged by Fire

A fire in the hull of the 95' dragger *Gaetano S.*, caused by a spark from an arc welding torch, damaged the craft to the extent of between \$10,000 and \$12,000 on December 6 while she was berthed at the Gorton-Pew wharf.

Gill Netters Stop Operations

Most of the gill netters had stopped operations by the latter part of December to wait for the cod strike next Spring. The Fall pollock season has been under par, with fish scarce and prices low.

"Ashley" Gets Top Haddock Price

The *R. Eugene Ashley* recently landed a trip of 26,000 lbs. at Boston, for which her crew expected to share \$140 each. The haddock in the catch sold for 21½¢ a pound, which amount was the highest price of the year, while the cod sold for 14¼¢.

Jere F. Sheehan Dies

Jere F. Sheehan, 49, manager of the Gloucester office of the Brighton Fish Co., Division of Safeway Stores, Inc., and formerly sales manager of Gorton-Pew's frozen fish department, died on December 10. Before coming to Gloucester, Mr. Sheehan was merchandising manager for the fish department of the Great Atlantic and Pacific Tea Company.

"Silver Bay" is First Steel Fisherman Built for Maine

THE 96'6" *Silver Bay*, first steel fishing vessel to be built for Maine operators, landed her maiden trip at Portland on December 24. Despite the fact that tough weather was encountered her owners say she behaved like a lady, was steady as a lightship and handled well on the grounds.

The new dragger was designed and built by Sturgeon Bay Shipbuilding & Dry Dock Co., Sturgeon Bay, Wisconsin, and was delivered via the Great Lakes and St. Lawrence waterway. She is owned by Silver Bay, Inc., of which Capt. Harold Paulson is president and treasurer. The vessel's skipper is Capt. Galen Arey, mate is Mike Stanton, and chief engineer is Andy Anderson. She will fish for Willard-Daggett Fish Co., Inc. of Portland, whose products carry the brand name Silver Bay.

Built from a new design, the *Silver Bay* has been acclaimed as one of the best fitted vessels ever to fish out of Maine and an outstanding dragger of her class. She has a beam of 22'6"



The new 96'6" steel dragger "Silver Bay" of Portland, Me., built by Sturgeon Bay Shipbuilding & Dry Dock Co.



Left to right: Capt. Harold Paulson, president of Silver Bay, Inc.; and Capt. Galen Arey, skipper; Mike Stanton, mate; and Andy Anderson, engineer, of the dragger "Silver Bay".

and draft of 11'4", and is longitudinally framed, which assures a sturdy vessel. Her good lines permit a speed of 11½ knots which is very fast for a dragger.

Propulsion power is furnished by a DMG-36, six cylinder, 12 x 15, turbo-charged Enterprise Diesel, developing 562 hp. at 350 rpm. With the engine operating at 325 rpm. on her first trip, the vessel made a strong 11 knots. The engine swings a 4 blade, 68 x 48 Ferguson propeller on a 7½" bronze shaft, fitted with Goodrich Cutless rubber stern bearing.

The vessel is equipped with a 2 cylinder, 16 hp., 10 kw. Lister-Blackstone Diesel auxiliary unit with pump and Curtis compressor. There is a 10 kw. Imperial generator on the main engine tail shaft, and two motor driven pumps which may be used interchangeably for bilge and deck service, are provided. Batteries are 115 volt Philco.

A 7500 gal. fuel oil tank forms the bulkhead between the engine room and fish hold. Fresh water is carried in a 2500 gal. tank under the fo'c's'le floor, a 600 gal. tank in the fore peak and a 1500 gal. tank under the after quarters.

The *Silver Bay* is unusually well laid out and has every modern convenience for the comfort of the crew. An oil-fired hot water heating boiler in the engine room provides thermostatically controlled heat throughout the ship. While a regular crew of 15 men will be carried, there are accommodations for ten forward, six aft and two in the Captain's stateroom.

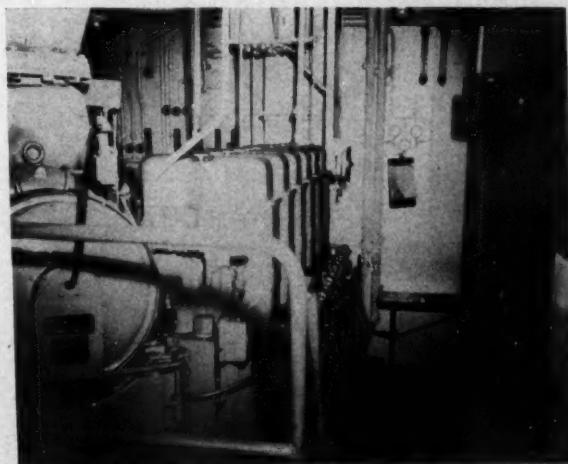
The fo'c's'le is large and roomy, is fully insulated and has individual clothes lockers. The forward bunks are arranged in three tiers, and there is an escape hatch to the deck. The companionway is entered under the whaleback and is connected with a lavatory and toilet and oil skin room. The after quarters, entered through a companionway from the turtleback and connected with the engine room, are very spacious and have lavatory facilities and large folding table.

The galley is on deck aft and contains both freeze and chill food storage compartments with York refrigeration. It is fitted with a stainless steel sink and a No. 450 Shipmate oil-fired range

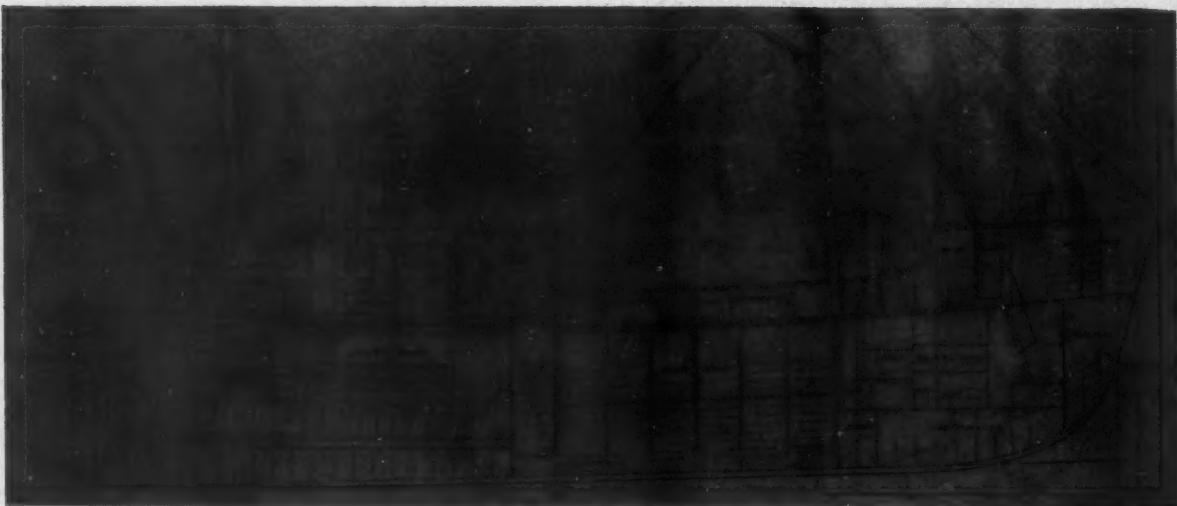
equipped with Therm-Shipmate burner, over which is a hood and exhaust fan.

Forward of the galley, and accessible from it, is the fiddley which may be entered from either side of the deck and has steel ladders up to the pilot house and down to the engine room. This section contains a shower room, a locker for engine parts, an 80 gal. hot water tank and the day fuel tanks for main and auxiliary engines and galley range.

In the forward part of the deck house is located the winch room, containing a WF70 New England winch operating off the main engine through a Twin Disc clutch. The fish hold is well insulated, having 3" cork board, and has a capacity of



562 hp. turbo-charged Enterprise Diesel on the "Silver Bay".



Inboard profile of 96'6" steel dragger "Silver Bay" designed and built by Sturgeon Bay Shipbuilding & Dry Dock Co.

200,000 lbs. of iced fish. The 5 hp. electric hoist and deck gear were furnished by New England Trawler Equipment Co.

The Captain's stateroom has a private lavatory and toilet, locker and desk over which is placed the 75 watt RCA radio telephone. The roomy pilot house has excellent vision through large windows. The glass, which has no sash, is held in position by a spring arrangement and may be kept open to any level by means of set screws. A Bludworth Standard Arrow direction finder is mounted over a chart table. Steering equipment was supplied by Edson, and there is a Submarine Signal Co. Fathometer.

Sargent, Lord & Co. furnished the vessel with Pettit's Old Salem and Shipendec paints, Linen Thread Co. Gold Medal Yankee trawl nets, Whitlock manila rope and mending twine, Carter's waterproof clothing, Gulf fuel oil, Roebling wire rope and Laughlin marine hardware.

Maine Sardine Packers Seek Earlier Season

It is reported that a move will be made by sardine packers in the area from Belfast eastward to have the 1947 canning season open March 1, provided there is not too much opposition from the cannerymen in Western Maine, where the fish do not appear as early as in the Bay of Fundy. With few goods in storage, many of the canneries are anxious to take advantage of high prices.

The old law forbade packing except between April 15 and December 1, but wartime demands for the fish resulted in a regulation which removed all restrictions, and it was made possible to pack the year round. However, this regulation has now been abrogated.

Clam Flats Reopened

Three of the 58 Maine coastal areas closed to clam digging to conform to U. S. Public Health regulations were reopened recently as the result of a resurvey by the Departments of Sea and Shore Fisheries and Agriculture in cooperation with the Maine Sanitary Water Board. Waters which were opened include that part of the Spurwink River, Scarborough, above a line drawn across the stream 200 yards from its mouth. Clams may be dug in this section until May 31.

Under the new ruling, clams also may be dug in the St. George River from its source to a line drawn in an easterly direction from a point on the east shore of Hyler's Cove to a point on the west bank on the South Thomaston shore.

An area of more than 200 acres along the Harraseeket River, Freeport, including all the section outside or south and southwest of a line extending easterly from Bartol Point to Wolf Neck, was reopened on December 18.

Two Dragger to Go to Albania

The 60' draggers *Holy Cross* and *Boston College* recently were purchased by UNKRA from F. J. O'Hara & Sons, Inc., Rockland, and it was expected that they would be taken to Albania soon to fish out of that country.

Lobster Boat Rammed

The 60' dragger *Hornet*, owned by Louis Cortessi of Stonington and skippered by Capt. Gunnar Christiansen, also of Stonington, struck and cut in two a 25' lobster boat owned by Clifford Shepherd of Stonington on December 16 while en route to Rockland. Shepherd was taken aboard the *Hornet*, which was undamaged by the collision. The lobster boat was saved, and the two sections were towed to the Cortessi wharf.

Lobstermen Fly to Island Bases

A commuting service for lobstermen is the latest wrinkle in air transportation developed by William W. Wincapaw, president of Maine Air Transportation Co., Rockland. The lobstermen are flown from Rockland to the distant islands where their boats are moored. They service their traps, and then are picked up at dusk by planes.

Poole's Market Sold

Poole's Fish Market in Boothbay Harbor has been purchased from Isaac Poole by Fisherman's Wharf, Inc., a recently formed corporation headed by Robert L. Royall of E. Boothbay. The property, which will now be known as Fisherman's Wharf, will have extensive alterations and renovations.

A new wharf will be built on the northeast side of the present building, and a new building or addition to the old building will be placed on the wharf. This will be used for fish buying, lobster tanks, processing, etc.

Two Boats Landed First Trips

The *Flo*, owned by Charles B. Carver of Rockland, and skippered by Capt. Walter Ross of Owls Head, landed her maiden trip of 52,440 lbs. redfish and 6,000 lbs. mixed fish at Rockland over the week-end of December 21.

The *St. George*, which returned to the fleet after being repaired, landed 132,200 lbs. over the same week-end.

Converting Two AMC's for Fishing

General Seafoods Shipyard, Rockland, is converting two AMC vessels to fishermen, one for John Bruno of Boston and the other for Eugene Marino of Gloucester. The ships have a length of 98'5", beam of 24' and draft of 10'9", and are powered with 450 hp. Fairbanks-Morse Diesels.

Several Boats Overhauled

Boats recently repaired by Marine Railway & Repair Co., South Portland, include the 103' ex-yacht dragger *Nautilus*, which was chipped and painted and had underwater equipment reconditioned, and the *Evzone*, which had a paint job, new sheathing and winch repairs. Both boats are owned by Dragger Management Corp. of Portland. The 50' gill netter *Blanche R.*, owned by Maine Seafoods, received hull repairs; the gill netter *Anna C.*, Capt. Harry Christensen, was fitted with new propeller and shaft equipment; and two Maine Fish Meal Co. scows had their fastenings renewed, were painted and stored for winter.



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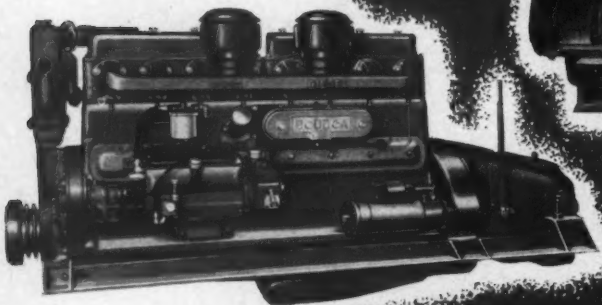


ALABAMA—Mobile — Marine Specialty Co.
CALIFORNIA—San Diego — Crofton Diesel Engine Co.
San Pedro — Crofton Diesel Engine Co.
San Francisco — Toumey Electric & Engineering Co.
Eureka — Eureka Marine Supply Co.
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CANADA—Montreal — Aviation Electric, Ltd.
Halifax, N. S. — John Leckie, Ltd.
Toronto, Ont. — John Leckie, Ltd.
Vancouver, B. C. — Magneto Sales & Service, Ltd.
Vancouver, B. C. — Western Leckie, Ltd.
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CONNECTICUT—Stonington — Aero-Marine Radio Supply
DISTRICT OF COLUMBIA—Washington — S. King Fulton, Inc.
FLORIDA—Jacksonville — Gibbs Corporation
Miami — J. Frank Knorr, Inc.
St. Petersburg — D & D Yacht Sales & Service
Pensacola — Gulf Marine Supply Co.
LOUISIANA—New Orleans — Gulf Engineering Co.
MAINE—Portland — The Harris Company
MARYLAND—Baltimore — Curtis Engine & Equipment Co.
MASSACHUSETTS—Boston — Louis Posner
Fairhaven — Marine Radio & Electric Co.
Gloucester — Marine Electronics
MICHIGAN—Detroit — Fisher Boat Works
NEW YORK—Brooklyn — Conlan Electric Corporation
OREGON—Astoria — Oregon Marine Supply Co.
Portland — Oregon Marine Supply Co.
PENNSYLVANIA—Philadelphia — Marine Equipment & Supply Co.
TEXAS—Galveston — Gulf Engineering Co.
Houston — Gulf Engineering Co.
VIRGINIA — Norfolk — Curtis Marine Company
WASHINGTON—Seattle — Pacific Marine Supply Co.

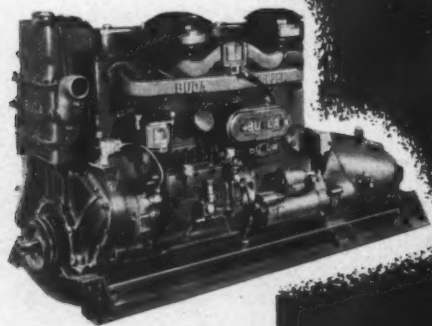


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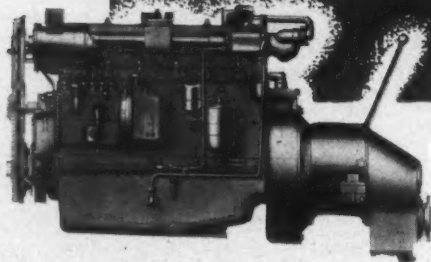
● **BELOW:** 8-cylinder BUDA Model 8-DCMR-1125 Diesel Marine Engine, for super power in a small space—with 5¼" bore, 6½" stroke, and 1125 cubic inch displacement. Available with or without supercharging.



● **BELOW:** Heavy duty 6-cylinder BUDA Diesel Model 6-DCMR-844, with 5¼" bore, 6½" stroke, and 844 cubic inch displacement. Also available in supercharged model.



● **RIGHT:** New 6-cylinder BUDA Diesel Model 6-BDMR-230, with 3¾" bore, 4¼" stroke, 230 cubic inch displacement. Shown with reverse and reduction gear.



Curtis Engine & Equipment Co., Baltimore, Md.; Buda Engine & Equipment Co., Boston, Mass.; Curtis Marine Co., Norfolk and Richmond, Va.; Smith Equipment Co., Columbia, S. Carolina and Raleigh, N. Carolina; Florida Equipment Co., Jacksonville, Miami and Tampa, Fla.; Norbum-Farrell Engr. Co., Philadelphia, Pa.; The Buda Co., New York, N. Y.; Eastern Canada Engines, Ltd., Toronto, Ont., Montreal, Que., Moncton, N. B.

● **LEFT:** Giant of all BUDA Diesels, the Model 6-DCMR-1879 "Work Boat Engine"—all the power you need in the pinches—with 6¾" bore, 8¾" stroke, 1879 cubic inch displacement.

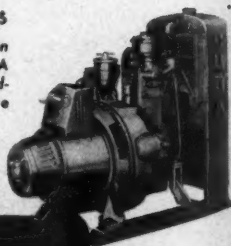
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New York Frozen Fillet Embargo Suspended

As the result of efforts of the National Fisheries Institute, the recent embargo order placed by the State of New York on individually wrapped frozen fillets has been suspended temporarily to allow the industry to apply to the State Commissioner of Markets for exemption. Under the State law, individual cello-wrapped frozen fillets contained in a box with the total weight thereon have to be stamped with the net weight, as the cello-wrapping is considered to be a separate container.

Not only would the New York industry have been affected by the law, but those persons throughout the country who process and freeze fish which is offered for sale in New York would have had to comply with it.

"Ronny-Gene" Built for Martin

Weld-Built Boat Corp., of Brooklyn, has completed the steel dragger, the 54' *Ronny-Gene*, for Martin Fisheries of Freeport.

The boat has four water-tight bulkheads, and is constructed of 2 x 3 x 1/4 angle framing spaced 18" and 3/16 shell and deck plating. The deck house is all steel and insulated. She has a 16' beam, draws 5' of water and has a hold capacity of 44,000 lbs. Her main engine is a 105 hp. Caterpillar Diesel which turns a Columbian Bronze propeller on a Monel tail shaft. The welding methods used on the *Ronny-Gene* are said to have eliminated the possibility of distortion and buckling.

"Liberty II" Wrecked

The 110' trawler *Liberty II*, owned by Capt. Sidney R. Smith of Greenport, went on the rocks on the southeast side of Gardiner's Island near Tobacco Lot Point during a northeast gale on December 21, and was believed to be a total loss. Capt. Smith and his crew of 5 men launched one of the vessel's dories, and reached shore in safety. The craft, which was returning to Greenport after her first trip to the ocean fishing grounds off the coast of Massachusetts, had a catch of approximately 10,000 lbs. of fish.

The trawler is a converted submarine chaser, and was purchased last Spring from the Navy by Capt. Smith.

Amos Chesebro Dies

Amos Chesebro, 92, one of the founders of Chesebro Bros., Fulton Market, died on December 15. Mr. Chesebro, who was retired, arranged for the first shipment of Pacific Coast halibut to Eastern markets.

"Evelyn B." Catches Big Porgy

The *Evelyn B.*, skippered by Al Hayes of Cape May, recently caught a porgy weighing 6 lbs. 12 oz., with a length of 21 1/2" and girth of 18 1/2". The previous record weight for this species was 4 lbs. 2 oz. The *Evelyn B.* was fishing for cod on McCrie's Shoal when the catch was made.

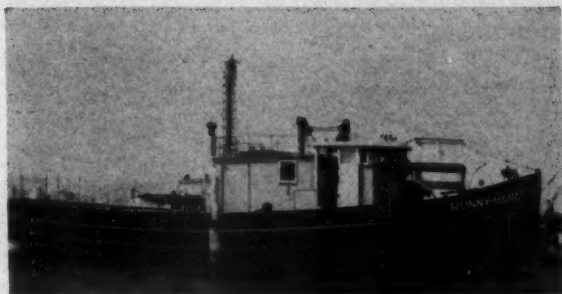
Stonington, Conn. Is Featured In "New Yorker" Magazine

The history of Stonington, its fishing industry and numerous personalities connected with it, is reviewed with much color in an article entitled "Dragger Captain", which appears in the current issue of *New Yorker* magazine. The story, by Joseph Mitchell, is the first of two articles on Capt. Ellery Franklin Thompson, and describes much of his active life at sea.

Capt. Nathaniel B. Palmer, who according to one school of geographers discovered the Antarctic while searching for new sealing grounds, draws a feature spot in the article. Other familiar names mentioned are Edmund Fanning, who discovered the Fanning Islands in the Pacific; Ed Clark; Ben Chesebrough; and John Bindloss. Such famous Fulton Market, New York City, old-timers as John Feeney, Caleb Haley, and many others also are featured.

Longo Dock Being Rebuilt

Between 75 and 80' of wharf are being rebuilt at the Longo Fish Dock in the West Harbor at Stonington. Stone from the Westerly quarries is being put into place, and the dock will be built over this.



The 54' all steel dragger "Ronny-Gene" owned by Martin Fisheries, Freeport, N. Y.

"Connie" Has Trial Runs

The 49' *Connie*, recently completed by Stonington Boat Works for Capt. Joseph Maderia of Stonington, had her trial runs the latter part of December. The craft, which berths at the Longo Dock, is skippered by her owner. The crew consists of Alfred Maderia, Manuel Pacheco, and Ferdinand Furado.

The lobster boat owned by Capt. Fred Hoadley of Stonington is on the ways at the Thomas Boat Yard.

New Bedford Crew Members Oppose Unemployment Tax

Unemployment compensation for fishermen is opposed not only by boat owners, but also by crew members who theoretically would receive the benefits, as evidenced by the latter's action in uniting with the owners against the law at a meeting in New Bedford on December 9 before a special City Council Committee.

Those present expressed the opinion that the most effective way to secure repeal of the regulation is for the Atlantic Fishermen's Union to go officially on record as in favor of exempting fishermen. Normand A. Lajoie, port agent of New Bedford and business agent for the Union, agreed to bring the matter up at the organization's next meeting.

Several Draggers Go Aground

The New Bedford fishing draggers *Acushnet* and *Camden*, which went ashore on Sagamore Beach just north of the Sandwich entrance to the Cape Cod Canal on December 20, were pulled off by a Coast Guard cutter and docked at the Sandwich Coast Guard station the following day.

The *Mary D'Eon*, which went aground on a sandbar between Nashawena Island and North Rock, freed herself on December 14, and was escorted to New Bedford by a Coast Guard cutter.

Attempts to float the 69' *Joan & Ursula*, which went aground on the beach at Quicks Hole on December 21, were finally successful on January 4. The craft is owned by Capt. Rudolph Matland of New Bedford.

Aids to Navigation

The 128' *Pollock*, the Coast Guard's first postwar light vessel, assumed station Christmas Day, and marks the channel known as Pollock Rip Slue at the entrance to Nantucket Sound. The new ship has an all-welded steel frame and shell, and a special effort was made in her design to minimize the possibility of sinking in the event of a collision.

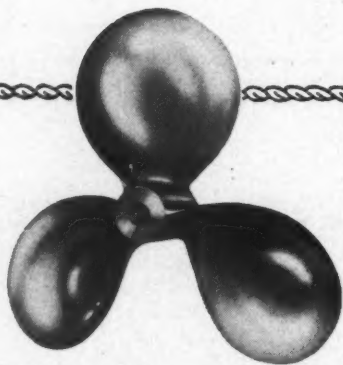
Intensity of the light, which is 57' above the water, is 15,000 candlepower. The fog signal is an air diaphone horn, with a blast of 5 seconds and silence for 25 seconds.

Two buoys were established by the Woods Hole Coast Guard station recently, one off the end of the Hyannisport jetty, and the other off Falmouth Harbor's west jetty. Both buoys replace beacons which were destroyed during the 1944 hurricane.

The principal characteristic of the Hyannisport buoy is a white light which flashes for four-tenths of a second each four seconds. The Falmouth buoy will flash a four-tenths second green light every four seconds.

"New Bedford" Repowered

The 85' dragger *New Bedford* of New Bedford has been repowered at the Wolverine factory in Bridgeport, Conn., with a 6 cylinder, 9 1/4 x 14 direct reversing Wolverine Diesel with sailing clutch, rated 230 hp. at 400 rpm.



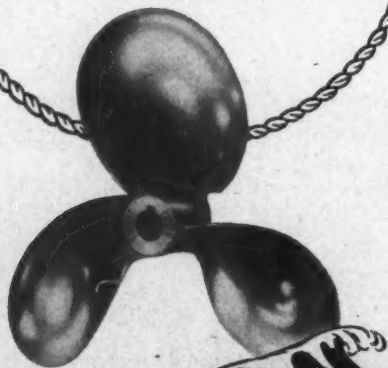
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Sargent, Lord was established in 1878 by Orrin Lord and Horace Sargent. In 1928, the firm was incorporated and its ship chandlery and retail fishing supply business was expanded with the addition of a wholesale marine hardware and fishing department.

The officers of the company are Ralph A. MacLean, president and treasurer, Marshall I. Madsen, general manager and C. V. Travis, sales manager. Mr. MacLean is also treasurer of the Harbor Supply Oil Co., Inc.



Ralph A. MacLean

Point Judith, R. I. Light Rebuilt

The Point Judith Harbor of Refuge East Breakwater Light in Block Island Sound, previously reported destroyed, has been rebuilt 1075 yards 256 degrees true from Point Judith Lighthouse, and was placed in operation on December 16. It is a red, square, skeleton tower with a white tankhouse and a red concrete base, and shows a flashing red light every 4 seconds with a 3.6 second eclipse. The light is 33' above the water.

The Point Judith inner breakwater beacon, a red triangular daymark on iron spindle with a red reflector, was established 3320 yards 290 degrees true from Point Judith Lighthouse on the same date.

Clam Grounds Closed

The Rhode Island State Health Director issued an order on January 2 closing highly productive clam and quahog grounds in the Upper Narragansett Bay, and restricting the taking of oysters from the area because of pollution. The condition was said to be caused by inadequate sewage disposal systems in Providence, East Providence and West Warwick.

New York Looks to Sea for Variety

(Continued from page 17)

many New York retail places are also contributed from the South, along with red snappers and other items.

This, briefly, touches the scope of the receiving end, while the immediate flow of metropolitan distribution is the source of a filleting industry which is one of the market's largest activities. With expert handlers rendering fillets in two dextrous knife strokes, a score of companies send a steady flow of fresh, packaged products to New York's clubs, hotels, and restaurants.

As the flow shuttles in and out of the market, delivery trucks reflect the pride of New York in its fish distributing system. Each vehicle carries attractively designed posters advertising the nutritious value of seafoods, while the Fishery Council sits over policies, stimulates interest and marketing outlets, and extends its promotional efforts throughout the area.

Following the flow of outlet from the market, however, shows more than fillets going to clubs, restaurants, and hotels. It also shows ground-fish bulk going to scattered retail points and larger catering organizations, while the flow of specialized items to diversified markets is a jig-saw puzzle in itself.

Shrimp from a Georgia truck, for instance, may find their way a few hours later into the Chinatown shops where hot sauces give a gourmet's tang to this seafood. Kippers will flow into a thousand delicatessens, while herring, also, may show up in an expensive Swedish buffet lunch, or add to the free-lunch attraction of bars and beer parlors under the Third Avenue "El". On Broadway, meanwhile, people will stand up to bars for oysters and clams only several hours out of the water, while French restaurants will make a gourmet's specialty out of mussels. Live lobsters crawl in iced show windows throughout New York, while the smelts from Canada have demand in almost every seafood house. Finally, the cosmopolitan aspect will trace an equally diversified flow of seafoods appealing to various national groups in Gotham's enormous family.

THE WOLVERINE DIESEL ENGINE

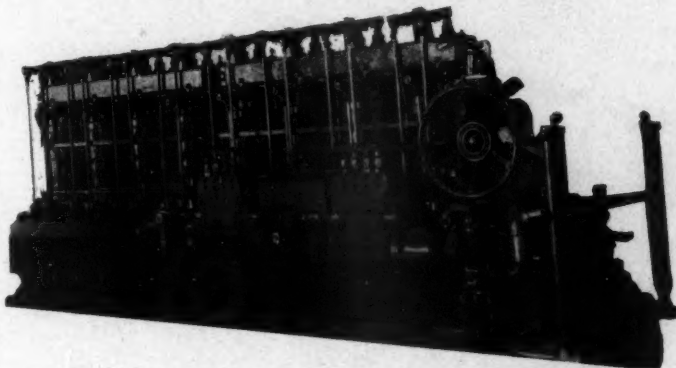
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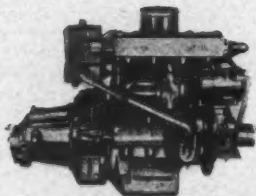
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Diesel Fuels and Their Combustion

(Continued from page 18)

Diesel or the gasoline engine is influenced more by the design, condition, and operation of the engine than by the specifications of the fuel.

The combustion systems of some makes of Diesel engines are inherently more sensitive to fuel quality than others. But as long as the engine and its parts are in good mechanical adjustment and the unit is not consistently overloaded or underloaded, there is little likelihood of trouble arising from combustion difficulties.

Injectors

Proper care of the engine by skilled operating personnel is at least as important as good fuels and lubricants. To maintain continuous trouble-free operation of the fuel system, certain points of maintenance are important. These include the periodic cleaning of the fuel filters, and over-hauling of transfer and injection pumps. The most critical item is the injector which is an extremely precise mechanism, made with the exactness required in the finest precision instruments.

Because of the very exact service which they must perform, fuel injectors are put out of order by slight wear or abrasion, or by a few particles of dirt. An accumulation of carbonized fuel residue on the injector nozzle can restrict the fuel flow and reduce the power output. It can distort the fuel spray and cause poor atomization, poor combustion, uneven firing, smoky exhaust, and can contribute toward piston and ring deposits and ring sticking.

Nozzle deposits can be caused by the use of unsuitable fuel; deposits can be caused by fuels of very low volatility (high end-point) or fuels containing residual (undistilled) oil or a considerable proportion of cracked distillate. But the same kind of trouble can be brought about quickly by certain types of operation, such as an unusual amount of idling and variable speed operation; or as a result of mechanical damage from wear or other causes.

The extremely fine machining and close fit required in fuel injectors naturally makes them sensitive to wear. One of the most important requirements of a Diesel fuel is absolute cleanliness and freedom from the smallest particles of solid, abrasive matter. Since the necessities of handling and transportation make this impossible to guarantee at the point of delivery, heavy reliance must be placed on an excellent filtering system on the engine, and its proper maintenance.

It was formerly thought that good Diesel fuel should have a relatively high viscosity, as this was believed to be an indication of added lubricating value, which would help prevent wear of the pump and injector parts. This is not now regarded as important by the best authorities, as even the lightest kerosene has sufficient lubricating value, provided the parts are in excellent mechanical condition. Too high a viscosity could cause erratic injector action, poor spray characteristics with consequent smoke formation, and the formation of nozzle deposits.

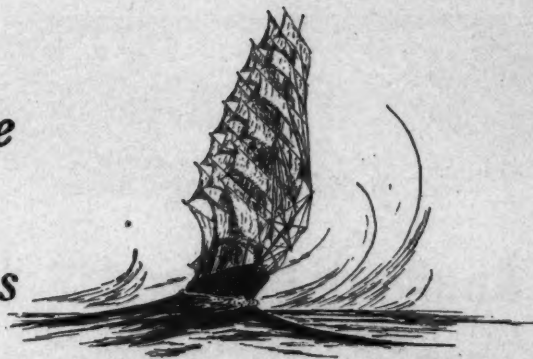
The properties required of Diesel fuel vary considerably with the size and type of engine and the kind of service in which it is used. Heavy, slow-speed engines with large combustion chambers run well on fuels of low cetane number and high viscosity. Small higher-speed engines generally require a fuel of higher cetane number, perhaps 40 to 50. Engine manufacturers usually specify the minimum cetane requirements for satisfactory operation of their engines. Sufficiently high volatility (which also implies low viscosity) is equally as important as proper cetane value for the proper operation of high-speed types.

Since a Diesel fuel is not a highly refined oil, it usually contains small percentages of organic sulfur compounds. When the oil is burned, these form sulfur dioxide. At the same time, the burning of the hydrocarbons of the fuel sets free large quantities of water as steam. If the engine is running under light load or start-and-stop conditions, and does not stay hot, some of the steam is condensed. The condensate then combines with sulfur dioxide to form acids which are corrosive to the engine metals.

Corrosion of wrist pins, or even of injector nozzles, can occur in this manner. The combustion always releases enough sulfur dioxide and water vapor to cause damage. If the engine stays hot, so that the water cannot condense, it will not be damaged. Thus engines which run continuously can tolerate fuels of comparatively high sulfur content with no ill effects from corrosion.

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These same men, who made history in New Bedford long ago, founded another industry for which New Bedford is famous today. More than a hundred years ago a group of sea captains, ship owners and fishermen formed a company to make rope for their vessels. Armed with the intimate

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Maryland Endeavoring to Stop Illegal Dredging

The Maryland Department of Tidewater Fisheries is making determined efforts to halt illegal oyster dredging in the Potomac River, and an amphibian plane has been acquired for this purpose. The motor ship *Potomac* has been assigned to patrolling the area, and an additional fast boat, formerly owned by a Virginia dredger and confiscated because of illegal operations, has taken over a part of the River oyster patrol.

Seafood Production Declines

Production of seafood in Maryland, Virginia and North Carolina for the month of November was 4,401,792 lbs., as compared to 6,095,736 lbs. in October. Of the total, 1,732,500 lbs. were fish, while 2,669,292 lbs. were shellfish. Maryland landings accounted for 1,345,401 lbs.; Virginia, 2,169,291 lbs.; and North Carolina, 887,100 lbs.

Capt. John P. Williams Dies

Capt. John P. Williams, Crisfield crabber, was asphyxiated on November 30 by gas fumes from the engine of his boat. Capt. Williams was taking up crab pots in the lower bay area, where he had been crabbing all season, when the accident occurred.

Demand for Oysters Is Good

As the result of a keen demand for oysters early in January, the price for shelled stock jumped to \$3.25 per bushel, a dollar higher than it had been earlier. However, there were few oysters in Crisfield. The seasonal lag after Christmas caused several packing houses to suspend operations, and some of these probably will remain closed for the balance of the season.

William H. Carter Dies

William H. Carter, 38, president of the Carter-Landhardt Seafood Co. of Washington, D. C., died on December 23. Mr. Carter was one of Washington's most progressive seafood dealers.

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New Year
Right with

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THESE fine Norwegian fish hooks are known the world over for their sharp, penetrating points and their extra strong bends and shanks. You'll find that the Mustad-Halibut, the Mustad-Limerick, or the Mustad-Gravitation-hooks shown at the right will give you dependable service under practically any conditions and there are many more styles and sizes from which to choose.

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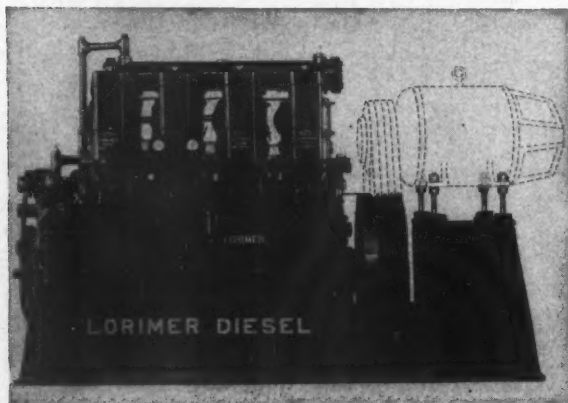


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Virginia Assn. Opposes Higher Oyster Tax

The Virginia Oystermen's Protective Association, which held its annual meeting at Newport News on December 26, went on record as opposing any increase in the present tax of 2c per bushel on seed oysters shipped out of the State. It had been proposed that the tax be raised to 10c per bushel in order to stimulate planting of Virginia seed oysters in local waters rather than in other States. The Association decided to ask the Virginia Commission on Fisheries to investigate several complaints which had been received regarding encroachments on the Baylor survey, which designates the oyster rocks, beds and shoals of the State for public use.

The organization adopted unanimously a resolution approving the full report of O. A. Bloxom, president, who also is chairman of the advisory board of the Virginia Fisheries Laboratory, concerning an improved plan of operation for the laboratory. Bloxom charged that the laboratory is not being administered to the best advantage of the seafood industry, and called for its severance from the Commission of Fisheries and the College of William and Mary, which jointly control and supervise its activities.

He protested that the laboratory's funds sometimes are diverted to either the college or the commission. Bloxom also requested an investigation of the biology department of the college.

The following directors were elected: M. D. West, William Insley, Alf Huggett, Messick; J. E. Hogge, O. A. Bloxom, Battery Park; P. T. Martin, W. L. Martin and R. H. Carter, Rescue; E. T. Massie, Hilton Village; E. T. Freeman, Jeffs; John Dixon and Ollie Richardson, Eclipse; Frank Garrow, Denbigh; W. Hunter Brock, Newport News; J. G. Fulghum, Ocean View; and R. J. Watkins, Yorktown.

Officers elected included the following: O. A. Bloxom, president, who has held the office continuously 32 years; R. J. Watkins, first vice-president; William Insley, second vice-president; W. H. Brock, treasurer; and E. T. Freeman, secretary.

"Sea Roamer" Sinks Following Collision

The 104' steel-hulled trawler *Sea Roamer* of Newport News sank in Hampton Roads near Sewall's Point on December 10 while being towed to port by the Coast Guard cutter *Raritan*, with which she had just collided near Fort Wool. The trawler's six-man crew was taken aboard the *Raritan*.

The 70' oyster boat *W. A. Ballard*, owned by the Ballard Fish & Oyster Co. of Norfolk, suffered a damaged bow stem on December 9 as the result of a collision with an oil tanker in the channel which leads into Hampton River.

Oystering in Tangier Sound

Most of the Tangier fleet began working the rocks in Tangier Sound—Thurfur, Klondike, California and Johnson's—the middle of December. The take has been good, but the oysters are small. Oyster houses on the eastern shore of Virginia are paying \$1.60 a bushel for oysters.

Crab Dredging Good

Tangier crabbers who are working the grounds near Cape Charles are making a good income. Capt. Holmer Pruitt took \$600 worth of crabs in a recent week. He sells his hard crabs for \$6.00 a barrel.

Norfolk Area Landings

Production of fish in the Norfolk area for the month of December totalled 1,438,000 lbs. in comparison with 718,000 lbs. in November, and 1,380,000 lbs. in December, 1945. Sea trout, with 297,000 lbs., accounted for the largest portion of the landings, followed by croakers, 153,000 lbs., and sea bass, 145,000 lbs. Of the total, 1,432,000 lbs. came from draggers, while 6,000 lbs. came from pound nets.

Four Vessels Repowered

New 6 cylinder, 9 1/4 x 14, 230 hp., 400 rpm. Wolverine Diesels recently were installed in the *Manchonoch*, owned by Capt. B. F. Forrest of Hampton; the *Sea Pal*, owned by Capt. H. Milton Forrest of Messick; and the *Sea Spray*, owned by Capt. M. F. Quinn of Hampton. The *Cavalier*, owned by Capt. D. M. Powell of Hallieford, has been equipped with an 8 1/2 x 10 1/2, 175 hp., 600 rpm. Wolverine.

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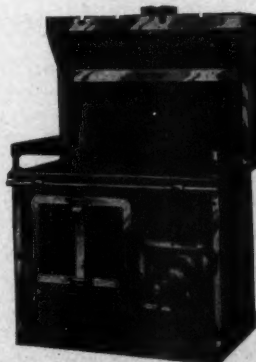


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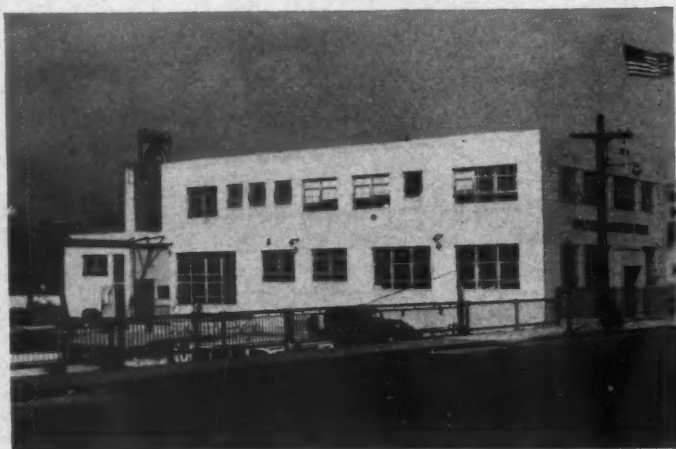
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 Light—less than 7 oz. Compact—5½" long.
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Trawler repairs in the Port of Boston

Bethlehem's two repair yards in Boston harbor, the Atlantic Yard and Simpson Yard, have unexcelled facilities together with years of experience in repairing and reconditioning trawlers. Get in touch with one of these Bethlehem yards the next time you need trawler repairs.

BETHLEHEM STEEL COMPANY
Shipbuilding Division

ATLANTIC YARD SIMPSON YARD
EAST BOSTON, MASS.



Fish Landings for Month of December

(Hailing fares. Figure after name indicates number of trips.)

Gloucester

Agnes & Myrnie (10)	52,500	Lady of Good Voyage (1)	50,000
Alden (1)	45,000	Lera G. (2)	14,000
Aliburton (6)	26,000	Leretha (2)	190,000
Alvan T. Fuller (1)	93,000	Linta (1)	18,500
America (2)	50,000	Lois T. (15)	73,100
American Eagle (3)	100,500	Lorine III (3)	55,000
Annie II (1)	4,000	Lucretia (3)	8,000
Anthony & Josephine (3)	68,800	Magellan (1)	85,000
Ariel (3)	22,000	Manuel F. Roderick (1)	37,000
Austin W. (1)	75,000	Manuel P. Domingos (2)	230,000
Ave Maria (1)	34,000	Margie & Roy (2)	5,500
Ave Maria (Small) (1)	3,700	Maria and Winifred (2)	115,000
Baby Doll (1)	2,500	Marsala (1)	62,000
Baby Rose (1)	72,000	Mary (2)	14,500
Balaia (1)	59,000	Mary & Joseph (1)	51,000
Beatrice & Rose (2)	11,000	Mary Curtis (1)	60,000
Benjamin C. (1)	168,000	Mary E. (2)	11,000
B. Estelle Burke (1)	62,000	Mary F. (1)	3,000
Carlo & Vince (1)	35,000	Mary M. (1)	25,000
Caroline & Mary (1)	165,000	Mary Rose (1)	82,000
Casco (1)	9,500	Nancy F. (1)	16,000
Catherine (14)	33,700	Nancy S. (1)	2,000
Catherine Amiraalt (1)	90,000	Naomi Bruce (12)	100,000
Cigar Joe (1)	25,000	Naomi Bruce II (12)	73,500
Columbia (2)	291,500	Naomi Bruce III (12)	106,500
Corinthian (2)	294,000	Natalie III (2)	89,500
Curlew (2)	218,000	North Star (2)	96,000
Dartmouth (1)	52,000	Nyoda (3)	62,500
Dixie B. (1)	6,000	Old Glory (1)	57,000
Edith & Lillian (2)	277,000	Olga C. (1)	65,000
Edith L. Boudreau (2)	114,000	Olivia Brown (1)	82,000
Edna Fae (12)	115,000	Paulina (1)	45,000
Emily Brown (1)	205,000	Phyllis A. (10)	80,000
Emma Marie (1)	5,000	Phyllis & Mary (2)	111,000
Enterprise (12)	118,000	Pilgrim (1)	116,000
Eugene H. (1)	24,000	Pollyanna (1)	76,000
Evalina M. Goulart (1)	92,000	Puritan (2)	74,000
Evelyn G. Sears (2)	121,000	Raymonde (2)	109,000
Florence & Lee (2)	301,000	Redskin (2)	173,000
Frances R. (3)	68,000	R. Eugene Ashley (1)	70,000
Frankie and Rose (1)	22,500	Rita B. (1)	74,000
Gertrude E. (1)	3,000	Rosalie D. Morse (1)	74,000
Golden Eagle (1)	57,000	Rose and Lucy (2)	63,500
Gov. Al Smith (1)	90,000	Rosemarie (1)	51,000
Helen M. (1)	69,500	Rosie and Gracie (1)	8,000
Hilda Garston (2)	308,500	St. Anthony (1)	5,000
Holy Family (1)	88,000	St. Joseph (1)	60,000
Ida & Joseph (1)	14,000	St. Peter (2)	33,000
Irma Virginia (1)	5,200	St. Peter (2)	22,500
Jackson & Arthur (1)	1,000	St. Victoria (1)	22,000
Jennie & Julia (3)	41,000	Skulligolee (2)	122,000
Jennie & Lucia (2)	39,000	Superior (1)	55,000
Joffre (2)	166,500	Theresa M. Boudreau (2)	121,000
Josephine & Margaret (1)	5,000	Thos. J. Carroll (1)	117,000
Joseph S. Mattos (1)	75,000	Trimembrat (2)	6,000
Josie II (1)	1,000	Uncle John (2)	17,500
Julie Ann (1)	125,000	V-E Day (1)	55,000
Killarney (1)	106,000	We Three (1)	5,000
		Wind (2)	212,000

New Bedford

Adelaide T. (2)	21,500	Fred Henry (4)	27,600
Adele K. (2)	60,500	Gannett (2)	88,500
Adventurer (5)	86,900	Gertrude D. (3)	58,900
Alice May (2)	7,000	Glady & Mary (2)	114,700
Aloha (1)	74,000	Grayling (4)	25,200
Alva (5)	31,300	Gull (1)	7,000
Anna C. Perry (3)	58,900	Hazel S. (3)	44,300
Ann & Marie (4)	28,500	Heedja (4)	25,200
Annie M. Jackson (3)	40,500	Hilda (1)	3,500
Automatic (4)	9,100	Hope (1)	21,300
Baby Doll (1)	4,000	Hope II (2)	23,700
Barracuda (3)	51,000	Invader (3)	39,200
Bernice (1)	12,200	Irene & Walter (2)	27,600
Bessie (2)	1,200	Ivanhoe (2)	43,000
Bozo (1)	1,200	Jerry & Jimmy (3)	70,900
Cape Ann (2)	35,500	J. Henry Smith (2)	13,900
Carl Henry (2)	67,500	Joan & Ursula (2)	91,500
Carol & Dennis (2)	34,400	Johnny Boy (1)	2,700
Carole June (1)	41,500	Juniojes (2)	135,500
Caroline & Gary (2)	21,400	Kelbarsam (3)	53,100
Catherine T. (2)	90,000	Kingfisher (2)	70,800
Charles E. Beckman (4)	53,900	Kurta (1)	3,000
Christine & Dan (2)	23,300	Liberty (2)	26,600
Clara T. (2)	16,000	Le. Thomas Minor (2)	17,500
Clifton (4)	27,800	Louise (2)	91,600
Clinton (2)	39,400	Lucky (3)	25,700
Clipper (1)	50,500	Madeline (4)	40,400
Connecticut (4)	88,900	Mary & Joseph (1)	18,200
Connie F. (3)	65,700	Mary Canas (1)	14,000
Diana A. (2)	61,300	Mary J. Hayes (1)	52,000
Doris (6)	22,700	Mary M. (1)	6,700
Dorothy (3)	17,300	Mildred & Myra (2)	17,300
Ebenezer (1)	19,500	Minnie V. (3)	51,200
Edith (1)	19,900	Mishaun (5)	26,500
Eleanor K. (4)	3,100	Molly and Jane (3)	38,300
Elva (1)	16,100	Morning Star (1)	5,000
Elva & Estelle (2)	42,700	Nancy S. (1)	8,500
Etta K. (3)	2,700	Nashawena (4)	42,000
Evelyn (1)	86,800	Nellie (4)	43,800
Fairhaven (2)	11,500	New England (1)	12,800
Fairweather (1)		Newfoundland (2)	75,300

Noah A. (3)	21,700	Sister Alice (3)	54,100
Novelty (1)	4,100	Smilya (2)	18,200
Palmer Island (6)	19,200	S. M. Murtosa (3)	32,300
Papoose (4)	30,300	Solveig J. (2)	97,200
Pauline H. (2)	125,600	Southern Cross (1)	12,200
Penguin (1)	33,000	Stanley B. Butler (2)	144,800
Phyllis J. (2)	12,000	Susie O. Carver (2)	29,500
Princess (2)	41,600	Theresa & Jean (1)	58,000
Priscilla (3)	23,800	Three Pals (5)	26,500
Pvt. Frank Kessler (2)	16,500	Tip Top (2)	18,100
Quest (1)	8,800	Tro (3)	22,600
Rita (2)	22,700	Two Brothers (1)	18,000
Ronald & Dorothy (3)	35,900	Two Brothers (Conn.) (3)	16,900
Rose Jarvis (3)	24,200	Venture I (2)	29,000
Rosemarie (2)	24,500	Viking (3)	86,700
Rosemarie V. (4)	51,600	Wamsutta (2)	50,800
Rosie II (3)	37,100	Wanderer (1)	5,000
R. W. Griffin, Jr. (2)	69,500	Whaler (1)	27,000
St. Ann (3)	62,200	Wild Duck (2)	132,500
St. Anthony (1)	17,600	William Chesebrough (1)	14,900
Sandra & Jean (2)	40,000		

Scallop Druggers (Landings in Gallons)

Abram H. (2)	1,650	Malvina B. (1)	360
Acushnet (2)	1,450	Margee & Pat (1)	150
Alpar. (2)	500	Maridor (1)	1,300
Antonias (1)	250	Marie & Katherine (2)	1,150
Antonio (1)	650	Martha E. Murley (2)	550
Arnold (1)	600	Mary & Julia (2)	1,500
Barbara (1)	200	Mary Canas (1)	600
Bobby & Harvey (2)	1,450	Mary D'Eon (2)	1,350
Camden (3)	1,450	Mary J. Landry (2)	1,150
Captain 1st (2)	1,150	Mary R. Mullins (1)	800
Carol & Estelle (2)	600	Mary Tapper (3)	1,350
Catherine & Mary (3)	1,275	Moonlight (1)	350
Christina J. (1)	800	Muriel & Russell (2)	600
Dagny (1)	450	Olive M. Williams (2)	1,900
Draitwood (2)	350	Palestine (2)	550
Eunice-Lilian (2)	750	Pearl Harbor (2)	1,600
Flamingo (2)	2,000	Pelican (1)	300
Four Sisters (2)	1,500	Porpoise (2)	2,000
Francis J. Manta (1)	200	Ramona (2)	1,100
Freddie & Matthew (2)	1,670	Sea Hawk (2)	400
Friendship (1)	1,300	Sea Ranger (2)	1,400
Gay Head (2)	500	Seraphina (1)	1,400
Growler (2)	1,350	Shannon (2)	765
Irene & Mabel (2)	1,400	The Friars (3)	1,350
James & Jean (2)	1,400	Ursula M. Norton (3)	2,650
Liboria C. (3)	1,100	Victoria (1)	250
Linus S. Eldridge (2)	1,700	Viking (N. Y.) (1)	800
Louis Thebaud (1)	550	Virginia & Joan (2)	700
Lubenray (1)	800	Winifred M. (2)	750

New York

Amelia (2)	109,000	Major J. Casey (2)	18,100
Felicia (1)	50,000	Mary Anne (1)	19,000
Florence B. (2)	46,200	S #31 (3)	59,000
Gertrude DeCosta (2)	44,000	Theresa & Dan (1)	75,000
John G. Murley (2)	97,000	Theresa & Jean (1)	79,000
Katie D. (2)	103,000	Viking (1)	16,000
Lillian (1)	1,500	Whaling City (1)	20,000

Scallop Druggers (Landings in Gallons)

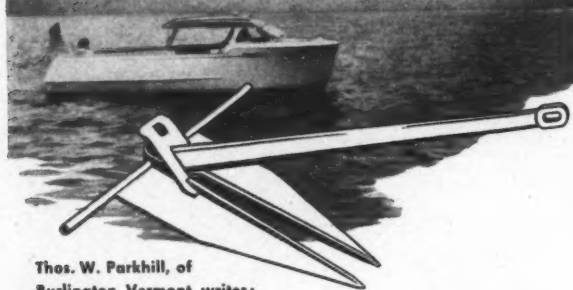
Beatrice & Ida (1)	402	Mary (1)	500
Buzz & Billy (1)	1,000	Norseman (1)	450
Catherine C. (1)	1,200	Rosalie F. (1)	1,200
Doris Gertrude (1)	900		

Boston

Acme (3)	33,700	Challenge (2)	176,400
Addie Mae (3)	44,500	Chas. M. Fauci, Jr. (3)	135,700
Adventure (1)	59,800	Chas. M. Fauci II (1)	13,700
Aloha (1)	45,900	Charlotte M. (2)	57,400
Alphonso (3)	23,400	Chebeague (1)	49,700
Anna Guarino (1)	1,600	Cigar Joe (1)	48,200
Annie & Josie (2)	30,500	Clara M. (1)	20,000
Arlington (3)	328,600	Cormorant (2)	159,900
Atlantic (3)	134,800	Crest (2)	226,000
Ave Maria (3)	28,400	Delaware (3)	220,300
Avocet (3)	18,400	Dolphin (2)	73,200
Barbara C. (1)	6,500	Dorchester (2)	135,200
Barbara C. Angell (3)	142,000	Drift (2)	188,000
Bay (2)	179,500	Eddie & Lulu M. (5)	8,200
Belle (2)	122,000	Esther M. (2)	148,500
Belmont (2)	137,000	Estrela (2)	172,000
Bettina (2)	73,800	Ethel (3)	13,600
Billow (3)	221,300	Fabia (2)	167,000
Boat 885 (1)	2,100	Falcon (1)	15,500
Bonnie (3)	257,800	Famiglia (3)	92,600
Boston College (3)	152,500	Fannie F. Hickey (3)	64,900
Breeze (2)	126,300	Fearless (2)	217,000
Brookline (2)	141,200	Felicia (1)	44,000
Calm (3)	334,700	Flow (2)	124,500
Carlannul (1)	2,400	Flying Cloud (3)	319,000
Carmela Maria (7)	172,900	4-G-673 (1)	2,000
Carole June (1)	46,500	Francesca (2)	8,600
Casco (1)	3,300	Geraldine & Phyllis (1)	23,500
Catherine B. (3)	157,100	G. N. Soffron (2)	66,700

(Continued on next page)

5 LB. DANFORTH HOLDS 25 FT. RICHARDSON



Thos. W. Parkhill, of
Burlington, Vermont, writes:

"Nan-Ned II, our 25-ft. 1946 Richardson, is used on Lake Champlain largely for fishing bass. I purchased one of your 5-lb. anchors in July to take the place of a 25-lb. Navy anchor and, believe it or not, the Navy anchor has been stowed away ever since. It is now September and we have never dragged this anchor; and you don't have to give it any more scope than you would any anchor. I hope you can convince a lot of boatmen it won't be necessary to use a heavy anchor any more. If they are in doubt, tell them to write me."

DANFORTH

For free Danforth folder, write—

DANFORTH ANCHORS • 2137 Allston Way • Berkeley 4, Calif.

Golden Eagle (1)	41,500	Olympia LaRosa (3)	153,800
Hazel B. (1)	22,300	Pan Trades Andros (3)	136,500
Immaculate Conception (1)	46,700	Paulina (2)	5,500
Irma Virginia (1)	9,600	Philip & Grace (2)	179,500
Jackson & Arthur (2)	16,800	Plymouth (2)	119,700
J. B. Junior (2)	19,100	Princess (3)	69,800
J. B. Junior II (2)	25,100	Quincy (3)	166,000
Joe D'Ambrasio (3)	11,400	Red Jacket (2)	152,400
Josephine Ess (2)	157,500	Reneva (2)	36,200
Josephine F. (1)	2,900	R. Eugene Ashley (1)	26,000
Josephine P. II (2)	106,800	Robert & Edwin (3)	7,200
Joie M. (3)	37,600	Roma (2)	45,300
Joie II (1)	5,200	Rosemarie (1)	36,600
Lark (1)	93,500	Rosemarie M. (3)	164,500
Lassgahn (3)	14,600	Rose Mary (3)	27,000
Lawrence Scola (2)	30,000	Rosie (3)	80,900
Leonarda (2)	8,800	Rosie and Gracie (1)	42,000
Leonard & Nancy (3)	202,800	Rush (3)	181,000
Liberty II (2)	56,600	St. Anna (3)	8,500
Linta (1)	44,400	St. Joseph (1)	57,700
Little Joe (2)	17,600	St. Michael Angelo (2)	5,600
Little Nancy (2)	92,800	St. Peter II (1)	105,000
Lucky Star (3)	113,400	St. Providence (3)	25,200
Lynn (4)	256,600	St. Theresa (1)	2,800
Mabel Mae (2)	131,300	St. Victoria (1)	56,500
Madonna (3)	33,500	Salvator (1)	27,100
Maine (2)	167,900	San Calogero (3)	72,100
Margaret & Marie (2)	12,300	Santa Lucia (2)	13,500
Margee & Pat II (3)	112,400	Santa Rita (2)	7,700
Maria del Soccorso (3)	31,000	Santina D. (3)	94,400
Maria Giuseppe (4)	12,000	Sea Fox (2)	47,400
Maria Immaculata (2)	39,700	Sebastiana & Figli (2)	9,000
Marietta & Mary (1)	55,200	Seraphina N. (1)	52,900
Maristella (1)	27,700	Seraphina II (1)	46,800
Marjorie (1)	42,500	Six Brothers II (4)	15,600
Marjorie Parker (1)	26,000	Squall (3)	238,700
Mary and Jennie (3)	44,400	Storm (3)	287,900
Mary & Joan (2)	88,000	Surge (2)	207,700
Mary Anne (1)	55,500	Texas (2)	68,700
Mary J. Hayes (1)	47,500	Theresa R. (3)	99,200
Mary M. (1)	14,900	Thomas D. (2)	47,000
M. C. Ballard (2)	107,300	Thomas Whalen (3)	212,400
Mellena II (1)	7,500	Tide (1)	191,300
Michael G. (2)	21,700	Triton (1)	57,000
Nancy B. (2)	52,000	Two Pals (3)	14,000
Nancy F. (1)	65,900	Victory II (1)	34,200
Neptune (2)	138,800	Virginia (2)	152,000
New England (1)	10,000	Wave (2)	167,200
Newton (3)	134,000	We Three (1)	6,600
Nina B. (2)	87,500	Weymouth (3)	201,500
Noreen (2)	114,500	Wm. J. O'Brien (2)	132,300
Ocean (2)	172,600	Winchester (3)	233,100
Ohio (1)	52,100	Yankee (2)	24,800

Scallop Draggers (Landings in Gallons)

Margee & Pat (1) 600

Portland

Alice M. Doughty (4)	49,000	Onward (2)	10,000
Andarte (2)	69,000	Richard J. Nunan (4)	146,000
Dorothy & Ethel III (3)	93,000	St. Michale (2)	2,000
Elinor & Jean (1)	8,000	Silver Bay (2)	57,000
Evzone (2)	87,000	Stanley (3)	11,000
Fannie Belle (2)	7,000	Vandal (2)	58,000
Horne (1)	12,000	Villanova (1)	13,000
Nora D. Sawyer (3)	17,000	Willard Daggett (1)	7,000
Notre Dame (2)	51,000		

McInnis Purchases Biddeford Yard

Walter J. McInnis of Boston, Mass., has purchased the Marblehead Boat Corp. of Biddeford, Maine, and will re-open this famous old yard at an early date. Associated with McInnis in this venture are Herbert F. Johnson, one of the original founders of the company, and Nathan W. Thompson, well-known Portland, admiralty attorney and yachtsman.

McInnis has spent a life-time in the yacht building industry, entering the George Lawley & Son Corp. yard at Neponset, Mass. in 1912 and emerging as naval architect and general manager in 1926, to organize Eldredge-McInnis, Inc., naval architects and yacht brokers. During the 20 year period that McInnis has practiced professionally as a naval architect, upwards of 7,000 boats of all descriptions have been built from his plans, ranging from pleasure craft, through the small commercial field, fishing vessels, standardized cruisers, Coast Guard and Navy vessels.

Mr. Johnson, known as "Herb", founded the Staples Johnson Co. on the site of the present Marblehead Boat Corp. plant in 1923, and until 1927 built many custom house boats, motor and sailing yachts as well as fishing craft. In 1927, the name changed to Marblehead Boat Corp. when the popular "Marblehead" cruiser was brought out. During the eight years preceding 1945, Mr. Johnson served as superintendent and in other executive capacities at the W. A. Robinson Shipyard, Ipswich, Mass.

The plant is located three miles below Biddeford on the Saco River. The shops are modern, well tooled for manufacturing, and laid out for production of boats ranging up to 60'.

Mr. McInnis will serve the new organization as president and consulting engineer, Mr. Johnson will be vice-president, treasurer, and general plant manager, while Mr. Thompson will act as secretary.

A Partial List

A partial list of the finest engines built in the U.S.A. on which the S-N Reverse and Reduction Gears have been adopted as

STANDARD EQUIPMENT

ATLAS	LORIMER
BUDA	MECHANICAL EQUIP.
CATERPILLAR	MURPHY
CLEVELAND DIESEL	NATIONAL SUPPLY
CLIMAX	OWENS
CONSOLIDATED	PACIFIC MARINE
COOPER-BESSEMER	PACKARD
CUMMINS	REDWING
DETROIT DIESEL	SCRIPPS
ENTERPRISE	SHEPPARD
FAIRBANKS-MORSE	SIMPLEX
GARDNER	STAR MARINE
GRAY	SUPERIOR
HALLETT	TWIN COACH
HILL	UNIVERSAL
KERMATH	VENN-SEVERIN
LATHROP	VIVIAN
LEHMAN	WASH. IRON WORKS
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THE SNOW-NABSTEDT GEAR CORP.

CATERPILLAR

THAT RELIABLE DIESEL



POWERS THE
Provincetown Dragger
CLARA M.

Owned by
Capt. Domingos Godinho

Equipped with Model D13000

Drives 42x32 Propeller

Speed, 11 Knots

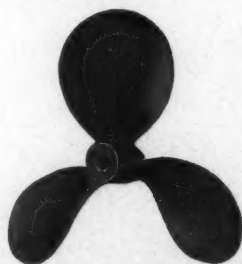
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Caterpillar Diesel Distributors for Massachusetts and Rhode Island

The "High Liners" must have
efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

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PROPELLERS

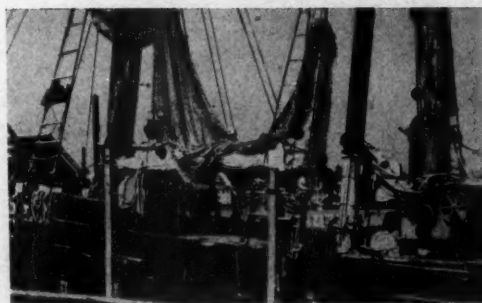


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ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

FISHING EQUIPMENT

for all sizes of
Draggers and Trawlers



Grimsby
Fittings and
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Wall and
Plymouth
Ropes and
Twines

Westerbeke
Trawl Nets
and Sections

Roebing
Wire Ropes

Danforth
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Complete Line of Marine Hardware
WESTERBEKE FISHING GEAR CO.

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Branch Store and Warehouse at Gloucester

ONLY *Monel** SHAFTING GIVES YOU ALL THESE EXTRAS



TO PREVENT CARGO LOSSES: Monel tail shaft, 6 7/8 in. dia., installed in the tuna clipper *Azoreana*. It's shafts like this that assure a safe return for fishing boats... with no cargo loss through delay or spoilage.



"It's the SEAGOIN' metal"*

*Reg. U. S. Pat. Off.

CORROSION-RESISTANT . . . NON-RUSTING
and 72 to 105% STRONGER . . . 42% STIFFER . . . 85 to 128%
TOUGHER . . . 57% HARDER . . . than shafting commonly
used in the smaller diameters.

* * *

Writes a Nova Scotia fisherman: "Our Monel shaft is 11 years old . . . and still good as new. Already it has given us 3 times the service of regular metal shafts."

A towing company reports that Monel shafts are still serving after lasting twice as long as other shafts.

During the past 9 years, Monel shafts have been installed in most large tuna clippers. And, to date, *not a single failure has been reported.*

Fishermen from Canada to the Gulf will tell you that corrosion-resistant, rustproof, strong Monel is the most economical shafting you can buy. Monel shafts come in diameters from 3/4 in. up. For protection against breakdowns at sea, have your boat yard quote on installing a Monel tailshaft.

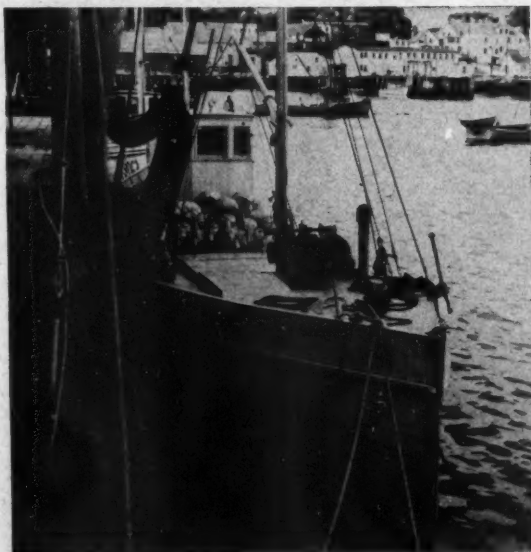
THE INTERNATIONAL NICKEL COMPANY, INC., 67 WALL STREET, NEW YORK 5, N. Y.

"CATERPILLAR" DIESEL MARINE ENGINES

See the complete line of new "Caterpillar" Diesel Marine Engines now on display at our show rooms.

Southworth has the largest stock of Marine Diesel Engine parts in Maine.

Southworth has complete service and facilities for rebuilding to factory specifications all types of marine engines.



The 55' sardine carrier "Stag", Capt. Lester Crowley, owned by Rockland Packing Co., Rockland, Me., is powered with a D8800, 77 hp. Caterpillar Diesel.

SOUTHWORTH MACHINE CO.

30 WARREN AVENUE Telephone 4-1424 PORTLAND, MAINE

Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Red Wing Engine Models for 1947

Red Wing Motor Co., Red Wing, Minn., has announced that 1947 production will include the following four cylinder gasoline models: Meteor, 7-18 hp.; Arrowhead Junior 20-40 hp.; Arrowhead, 25-45 hp.; "B", 32-40 hp.; as well as the six cylinder Hiawatha Special, 58-90 hp. and the "H", 100-140 hp.

There also will be two, four cylinder Hesselman Spark-Diesel models; the "H", 42-54 hp. and the "H", 55-60 hp.; one, six cylinder model, the "H", 100-125 hp.; and one full Diesel, the "D", 65 hp., four cylinders.

A. O. Julsrud, sales manager, has stated that deliveries on Spark-Diesels and Full Diesels will commence about the middle of 1947 and increased production is in the offing.

Jefferson-Travis, Emerson Subsidiary

Jefferson-Travis Inc. of New York City, manufacturer of marine radio and radiotelephone equipment, has become a wholly owned subsidiary of Emerson Radio and Phonograph Corp. Jefferson-Travis is operating as a separate unit, maintaining its own laboratory and production facilities with the added resources of Emerson's engineering, purchasing, production and promotion counsel at its disposal and is planning large expansion in radiotelephone, portable radio and other marine radio equipment. Distribution of Jefferson-Travis products will be carried on by the Emerson Radio distributing organization.

Robert C. Berner, an officer of Emerson Corp. has been elected president of the subsidiary company. Col. Harold H. Lloyd has been appointed General Manager, A. L. Plager is secretary and treasurer, Ray Friedman is in charge of sales and Joseph Mas, recognized authority on electronic power supplies and communications equipment, has been appointed chief engineer.

Barthmaier, Superior Boston Manager

J. E. Barthmaier has been appointed district manager of the Superior Engine Division of The National Supply Co. with offices at 250 Stuart St., Boston, Mass., according to an announcement by Robert M. Pearson, manager of sales. Mr. Barthmaier has been with Superior since 1936 except for service in the Army during the last three years. While stationed at Camp Gordon-Johnston, Fla., he was head of the High Speed Marine Engine School and also was awarded a citation for organizing and placing in operation the Marine Electrician School.

New Amercoat Antifouling Available

New Amercoat Antifouling, an improved type of coating that protects underwater surfaces against accumulation of marine organisms for up to four times as long as ordinary treatments is available according to announcement by the Amercoat Division of American Pipe & Construction Co., P. O. Box 3428, Terminal Annex, Los Angeles 54, Calif.

The product represents the result of over four years of scientific development and exhaustive testing under actual service conditions. Long lasting qualities have been demonstrated on all types of craft, both large and small, and in cold, temperate and tropical waters.

Additional desirable features include ease of application to either steel or wood hulls and quick drying. Either brush or spray may be used and it dries in one hour. Newly coated surfaces are not harmed by exposure to air if immediate launching is not convenient.

The toxic agent is a new type of more finely divided metallic copper flake resulting in better distribution in the vehicle and greater availability of toxic action. There is increased poisoning efficiency because of the flake purity and extremely small particle size.

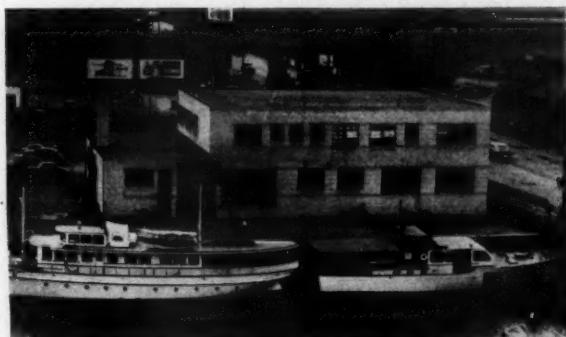
Vehicle formulation allows controlled leaching at the surface and liberation of toxic at the optimum rate to combat fouling organisms for the maximum length of time.

Kelley Joins Buda as Field Engineer

T. R. Kelley has joined the Retail Division of the Buda Co. as a field engineer and will cover the territory embracing Northeastern United States and Eastern Canada with headquarters at Buda Engine & Equipment Co., 1315 Boylston St., Boston, Mass.

Mr. Kelley was President of Diesel Marine Equipment of Boston, New England distributors of Cummins engines, until 1932 when he went to Cummins factory to assist in laboratory and experimental work.

From 1935 to 1941 he was Diesel field engineer for Waukesha Motor Co. From 1941 to 1946 Mr. Kelley was Design Engineer of Superior Engine Division of National Supply Co. in charge of high speed and oil field engine design and development. During the war he spent considerable time on the development of engines for landing craft and patrol boats.



New quarters of Walter H. Moreton Corp., Cambridge, Mass.

Moreton Corp. Announces New Plant

Culminating 35 years devoted to marine engine and auxiliary sales and service, Walter H. Moreton Corp. now occupies a new modern two story, fireproof, brick building at 9 Commercial Ave., Cambridge 41, Mass.

Especially designed and built for the Corporation, this building has one of the finest and most up-to-date arrangements in the country devoted exclusively to the sale and service of marine engines, including general offices, showrooms, parts and stock rooms and a complete repair shop. Adjacent to the building and situated on the sheltered waters of the Charles River Basin is a dock which will accommodate vessels up to 150' in length and drawing 17' of water. Boats may reach this dock from the main ship channel in Boston Harbor, through a large lock. Electric hoists and tracks are used throughout the building, with an extension directly from the repair shop to overhang the wharf, so that engines may be removed from any craft and brought into the shop in a matter of a few minutes.

While actually in Cambridge, the new location is in Greater Boston, being separated from that city itself by the Charles River. It may be reached in a few minutes from Boston's North Station, and only slightly longer from the South Station with the Boston Elevated rapid transit Lechmere station a block away. Those driving find it on the main traffic artery, Route 1, going through Boston, and ample reserved parking is provided on the property.

At present the Moreton Corp. distributes General Motors marine Diesel engines for both the Cleveland and Detroit Diesel Engine Divisions, as well as General Motors generating units,



a Clean Bottom ... more fish!



With a clean bottom you reach the grounds sooner and it takes you less time to get home. That means more time for fishing ... more fish.

INTERNATIONAL COPPER PAINTS help you keep grass and shells off the bottom and prevent the ravages of the teredo worm. These paints are the most effective, reasonably priced bottom paints attainable. They contain toxics of extreme fineness and purity. The thoroughness with which they are ground eliminates any hard settling in the can.

G. M. TROPICAL COPPER PAINT and G. M. FISHING COPPER BOTTOM PAINT are made especially for the work boat and fisherman.

International ANTI-FOULING BOTTOM PAINTS



International Paint Company, Inc.	International Paints (Canada) Ltd.
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	Vancouver, B. C.
	101 Powell Street

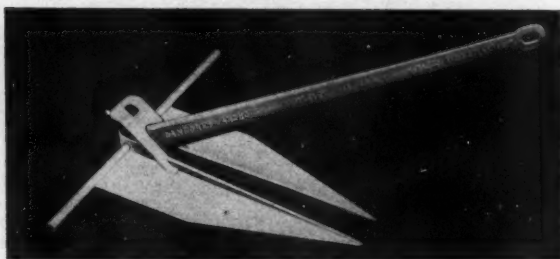
AGENTS IN EVERY IMPORTANT PORT

Chrysler gasoline marine engines and Red Wing marine engines. Complementing these engine lines are Ellinwood hydraulic controls, C-O-Two fire extinguishing equipment, Stewart-Warner marine instruments and the Kirsten Photo-Electric pilot.

Fairbanks-Morse Washington Manager

R. H. Morse, Jr., vice president and general sales manager of Fairbanks, Morse & Co., recently made known the appointment of Frederick J. Lindauer as manager of the company's Washington, D. C. office, replacing the late Robert E. Post.

Mr. Lindauer has been with Fairbanks-Morse since 1923. Starting in the Three Rivers, Michigan plant, he was moved to Baltimore, Maryland in 1925 where he worked as sales and application engineer. From 1926 to 1931 he carried on as inspection engineer for the company's factories in Beloit, Three Rivers and Indianapolis. He then spent several years in the headquarters' office in Chicago. In the latter part of 1933 he became sales engineer for the New York branch. He joined the Washington organization in 1935, and was Mr. Post's assistant at the time of the latter's death.



Danforth Mark IV anchor.

New Danforths Stronger and Lighter

R. S. Danforth, 2137 Allston Way, Berkeley 4, Calif., manufacturer of Danforth anchors, is now making new streamlined models for fishing boats, with an increased ratio of holding power to weight. Stronger and tougher parts made of drop forged and rolled steel sections of high tensile alloy steel, not available during the war, save weight and also increase the strength of the new Danforths.

The saving in weight makes the Danforth easy to handle. Designed without folding stocks or hinges, it is ready for instant use. This is a convenience, particularly in a choppy sea, and in rough weather emergencies, it is an added safety factor.

The pivoted flukes are shaped to dig in fast. The anchor buries itself completely, holds bottom and stays put, with no parts projecting above ground. This feature makes the Danforth non-fouling. Coming aboard, it breaks out easily on a vertical pull without scarring the hull. It lies down flat on deck or can be stowed in a hawsepipe.

N. E. "Highliners" for Foreign Fleets

New England Trawler Equipment Co., Eastern Ave., Chelsea, Mass., is finding a ready market for its products in foreign fishing fleets as is evidenced by orders which have been received.

Recently, a guest at the Chelsea plant was Senor Fernando Da Costa, president of Companhia Portuguesa de Pesca, Lisbon, Portugal. During his visit, Senor Da Costa, head of a 30 vessel fishing fleet, placed orders for Highliner electric winches.

Other foreign representatives who have made recent purchases of New England Trawler Equipment Co. are Capt. DeGroot and Capt. Gouda from The Netherlands. They have purchased the former Boston steel trawlers *Trimount* and the *Shawmut* and have installed aboard these two vessels complete New England Trawler gear. Among the equipment they are taking back to Holland are two WJ-80 Highliner electric winches.

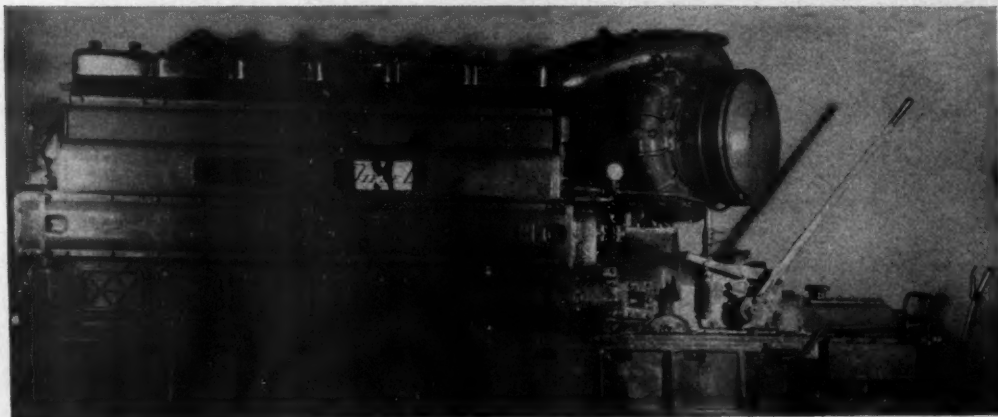
These two fishermen were guests of Capt. Johannes Johannson, when he made a trial run with his reconverted trawler *Boston College*.

R. F. Symonds of New England Trawler Equipment also has announced that a WF-40 and a WF-50 Highliner have been

(Continued on page 46)

STERLING VIKING ENGINES

DIESEL MARINE ENGINES 50 to 650 H. P.



Sales • Parts • Service • Complete Rebuilding
EDSON STEERING GEAR and BILGE PUMPS
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PROPELLERS AND FITTINGS
 give fine performance
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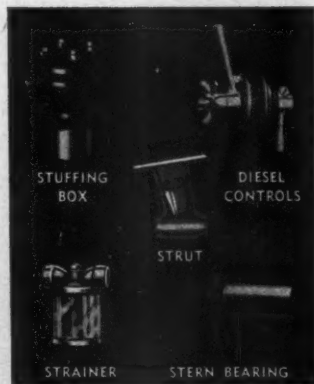


**Diesel or Gas
 Fishing Boats**

Make sure of best
 results. **SPECIFY**

Columbian manganese bronze propellers
 machine ground pitch, and new metal
 bronze fittings —
 strong, dependable.
 Send for free catalog.

MENHADEN DIESEL
 "W. Messick"
 Reedville, Va.



COLUMBIAN BRONZE CORP.
 North Main St., Freeport, L. I., N. Y.

A NEW PRODUCT—FOR WINTER DELIVERY

"ATCO" Brine Salted PILCHARD FILLETS

IN 20 POUND PAILS (about 12 fillets per lb.)

"ATCO"

H & G Dressed and Scaled BRINE SALTED PILCHARDS

IN 20 POUND PAILS AND 100 POUND
 BARRELS (about 6 fish per lb.)

These pilchards are packed from Jumbo Sardines in our California plant. Shipments will begin to go forward on January first and will be filled in order received.

Prices (subject to change without notice): Fillets in 20 pound pails 18c per lb.; H & G in 20 pound pails 12c per lb., in 100 pound barrels 9c per lb. All prices f.o.b. Monterey, Calif.

Send orders direct to

ATLANTIC COAST FISHERIES CO.

Four Fish Pier, Boston 10, Mass.

WAR SURPLUS

MARINE AND INDUSTRIAL EQUIPMENT

At a fraction of Government Cost!

NEW AND USED

GRAY, GENERAL MOTORS and Other Leading Makes

Diesel Engines



Model Illustrated: General Motors
Model 6066, 165 H.P., 6 cylinder,
2 cycle Marine Diesel Engine.

with 1:1.27 Overdrive —\$3350
with 2:1 Red. Gear —\$3600
with 1½:1 Red. Gear —\$3800
with 2½:1 Red. Gear —\$3800
with 3:1 Red. Gear —\$3900

New, Chrysler M-8, 141 H.P., Marine Gasoline Motor
with direct drive and reverse gear—\$1050
1½-2-2½ to 1 gears—\$1225 3 to 1—\$1250

New Chrysler Sea Mules Model 4-C—\$1250

New and Used Gas and Diesel Driven Generators
400 Watt to 60 Kilowatt Generators—BARGAIN PRICES

Marine Accessories—Cleats, boat hooks, anchors, life rafts,
motor brackets, propellers, pumps, etc.

Welding Machines—Used, in good condition—200-600 AMP. DC and
Transformer AC type—Westinghouse, G. E., Hobart and Lincoln
Murray and Tregurtha Outboard Propelling Units Model O-2D.
G. M. Diesel 165 H.P.—\$3500

Write for our descriptive leaflets on these and numerous other items

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Surplus War Materials—Marine Craft of All Types

EDERER NETTING

for **Maximum Protection
Against Profit Loss**

Sardine seines and Weir netting, Mackerel
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Netting for Traps and Pounds, Twine,
Maitre Cords, Corks, Leads, Ropes, and
Fittings.

QUALITY NETS FOR EVERY PURPOSE
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EDERER INC.

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PHILADELPHIA, PA.
BALTIMORE, MARYLAND

ordered by a French trawler concern, Construction de Mecanique de Normandie.

Pflueger Fish Hook Folder Issued

The Enterprise Mfg. Co., Akron, Ohio, manufacturers of Pflueger fish hooks, has issued a descriptive folder on Coast Limerick, O'Shaughnessy, Halibut and Shark hooks. Complete with illustrations and specifications, the folder lists hooks in their various types and sizes. Pflueger hooks are described as precision made with every scientific development in metallurgy used in manufacture and rigid inspections conducted at each stage of production.

Flagship Engines Now Available

Both 85 hp. and 90 hp., six cylinder, gasoline marine engines are now being manufactured by Flagship Engine Co., Lynch Cove, Baltimore 22, Md. These engines have drive-end flywheels, electro-matching metals, full length water-jacketing and individual porting of cylinders. They are available with straight drive and Paragon reverse gears or with Joes reverse and reduction gears in ratios of 2:1, 1¾:1 or 1½:1.

The operating range of these engines is 500-3000 rpm. with the 85 hp. model and 500-3400 rpm. with the 90 hp. model. Both have a 3.3 bore and 4.4 stroke and the direct reverse models are 48" x 24" x 22" in size and weigh 670 lbs. Those engines equipped with Joes reverse and reduction gears are 53" x 24" x 22" in size and weigh 750 lbs.

Hints for Proper Use of Wire Rope

The following manufacturer's recommendations for getting the maximum useful life and greatest economy out of wire rope in dragging and trawling should be of interest to fishermen.

When winding rope on a smooth drum the first layer should be started from the side which causes the coils on the drum to hug together. This tends to produce a uniform and closely wound first layer which in turn helps to give uniformity in the subsequent layers.

New wire rope should always be run with a light load or with no load for a short period after it is installed. Such a breaking in process gives the component parts of the rope an opportunity to adjust themselves to the conditions under which the rope is to operate.

Initial factory lubrication is generally not sufficient to last for the entire useful life of the rope. Applications of good grade oil or grease should be made periodically. These should have sufficient adhesive strength to stay on the rope, should be able to penetrate between the wires and strands, and should be non-soluble under the prevailing operating conditions. Each time a rope bends or straightens, the wires in the strands and the strands in the rope slide upon each other.

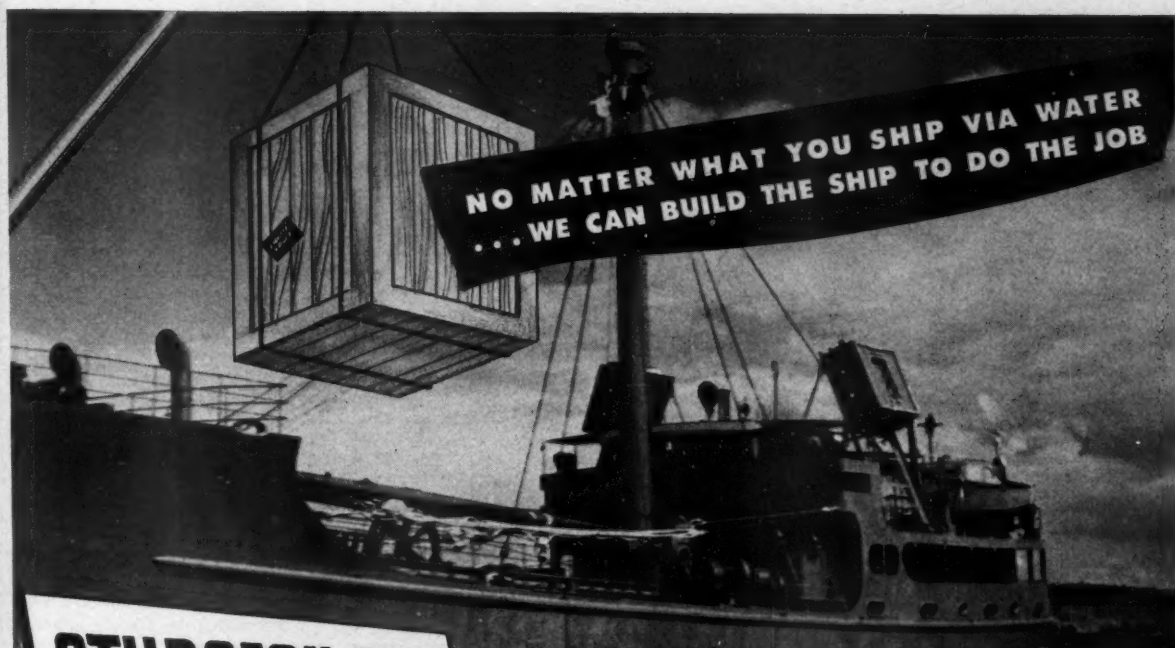
Sheaves and grooved rollers should always have grooves sufficiently large to prevent pinching the rope. They should be sufficiently large in diameter to avoid excessive bending of the rope. They should be at least six times the diameter of the rope if grooved, and nine times the rope diameter if flat faced. Proper alignment of sheaves will also give extra life to wire rope. Ropes that jump sheaves frequently will not last long.

Cross winding should be avoided, and the rope should be wound uniformly in the grooves formed between successive turns of the preceding layer on the drum. Cross winding sets up friction and is injurious to the rope.

Sudden stresses caused by jerking the rope may exceed the strength of the rope and break it. Jerks which do not break the rope weaken it and shorten its life. Rope should not be overloaded. The proper size should be used in accordance with the severity of the strain placed on it.

It is a good idea to swing the rope end for end occasionally, since in most installations the destructive forces affect one-half of the length of the rope more severely than the other half.

By cutting back short lengths of rope on the drum end there is a change of position of the points of the most severe wear and fatigue on the rope. Removal of a short length of rope will subject different portions of it to these destructive forces. Cutting back the outer end is also advisable in some cases where maximum localized fatigue or chafing may occur next to the fitting.



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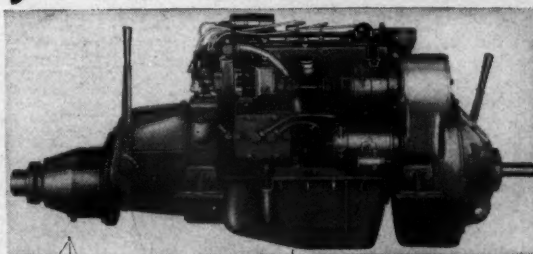
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The Sounding-Lead

(Continued from page 9)

mackerel flakes and bonito flakes, has been placed under general license, and no longer requires validated export licenses. This order applies to exports destined for all countries except Andorra, Bulgaria, Caroline Islands, Korea, Hungary, Ifni, Marcus Island, Marianas Islands, Marshall Islands, Roumania, and Spain and its possessions.

Canned shrimp also comes under provision of the order. With the issuance of C.E.B. 382, all shellfish, regardless of its form, is placed under general license.

IMPORT CONTROLS—The Agriculture Department removed controls on imports into the continental United States from all countries, of pickled or salted cod, haddock, hake, pollock, and cusk, effective December 24. Officials reported that export controls in producing countries were sufficient to warrant removal of United States import restrictions on these items.

The following classes of fish products remain under import control: canned salmon (not in oil, or in oil and other substances); sardines (in oil, or in oil and other substances); canned sardines and other herring (including snacks, tidbits, rollmops, and sprats); herring (canned, smoked, kippered, or in tomato sauce); tuna fish (in oil or oil and other substances); and other canned fish (not in oil, in oil, or in oil and other substances).

UNEMPLOYMENT TAX—Internal Revenue officials are reported to be pressing fishing boat owners for payment of the unemployment tax, although it is said that many of the officials do not comprehend the difficulties of application of the tax. A Delaware boat owner has been hauled into U. S. District Court for failure to pay; thus, the first court test of the law is due soon.

New England members of Congress were expected to sponsor a bill in January which would exempt fishing boats.

TIN CONTAINERS—M-81, the tin container order, was amended on December 27 by the Civilian Production Administration, and controls were removed on the canning of all fishery products. The order removes all quotas on the size of packs; therefore, a firm is allowed to can any amount of fishery products for which tin supplies can be obtained from can companies. However, it is still necessary to can according to the size provisions set up by CPA.

BRINE CURED HERRING—A study of the comparative stability of brine cured herring, treated in accordance with a new process developed during the War, and untreated herring, was made recently at the Quartermaster Food and Container Institute for the Armed Forces in Chicago, with Joseph F. Puncochar of the Fish and Wildlife Service as coordinator on the project. One lot of herring was treated with a vegetable oil coating containing nordihydroquairic acid and placed in brine with benzoate, while the other lot was packed according to good commercial practice. Both lots were placed in storage at various temperatures, and at periodic intervals samples were withdrawn and submitted for chemical and organoleptic tests.

In all cases, the treated fish stayed edible longer than that which was untreated, and tests conducted after one year revealed that the untreated fish were extremely rancid and inedible, whereas the stabilized samples were only slightly rancid and quite edible.

INTERCOASTAL COMMITTEE—The Executive Committee of the Atlantic States Marine Fisheries Commission has appointed the following three members to represent the Atlantic Coast on an Intercoastal Conference Committee on Fisheries: Edmund L. Dunn, president of the New England Fish Exchange, Boston, Mass.; Rep. Charles L. Gowen, Brunswick, Ga.; and Charles M. Lankford, Jr., Virginia Fisheries Commissioner. Edwin Warfield, Jr., chairman of Maryland Department of Tidewater Fisheries, is the alternate.

The Committee will serve with three members from the Pacific Coast and three members from the Gulf Coast, and will consider fishery matters generally affecting the three coasts of the United States, including offshore territorial jurisdiction of the respective states.



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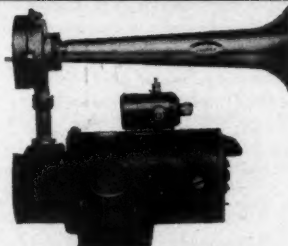
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Boston Trawler Gets Late Mackerel

The trawler *Brookline* landed 600 lbs. of mackerel, caught on Emerald and Western Banks, at Boston early in January. This variety had not been taken in any quantity in northern waters for many weeks. The fish brought 25c a pound.

Three Days' Landings, 4½ Million

The Boston wholesale fish market had its third consecutive million-pound day on December 11, when a fleet of 21 trawlers and draggers landed 1,396,200 lbs. Receipts totalled 1,270,000 lbs. on the 10th, and 1,854,400 lbs. on the 9th. A record amount of pollock, nearly 1,000,000 lbs., was included in the latter catch.

Fisher Joins U. S. Shipbuilding

U. S. Shipbuilding Corp. of Yonkers and Brooklyn, N. Y. has announced the election of Milton Fisher, formerly of John H. Mathis Co., to the office of vice-president, and has opened an office at 88 Broad St., Boston, Mass.

General Seafoods Promotes Cummings



M. Frank Cummings has been named assistant to J. Lawrence Alphen, general manager of General Seafoods Corp. Mr. Cummings was formerly controller of the Aberjona Packing Division, a General Seafoods unit at Woburn, Mass. He entered business February 1934 as a clerk for the Walter Baker Division of General Foods at Dorchester, Mass. In 1944 he left that unit as assistant budget supervisor, to become office and personnel manager at Aberjona.



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B

Vineyard December Luck Was Average or Better

By J. C. Allen

This log is written up for the month of December, with the Glad New Year looming close aboard. It has been about as moderate a Winter month as we ever have seen in these latitudes, and we would say that the run of luck has been average or better, with due consideration for all circumstances.

Bay scalloping has been excellent in those areas where the gang had a set. Two of our townships had very few, but the others were well supplied, and the scallops ran large and even.

With the sea-skimmers, the heft of the catch has run to yellowtails, with only a small to moderate cut of anything else. Some cod, butters, flounders, and a very few haddock are the list. In this respect, things seem to have run pretty close to the average for the New England coast, and likewise, as it appears to us, the heft of the luck lays with the experienced men who have followed the fish all their lives. The newcomers, and God knows they are numerous, have not fared as well.

Should Shape Course by Conditions

Conditions, as we see them from the pierhead, are not what we could wish for with a new year alongside, and plenty of new gear, some new vessels and a flock of new plans. It may sound cussed pessimistic, but so help us, we can't see anything too promising ahead as long as the majority of fishermen persist in hanging to the same means and methods as during the past three decades. In fishing, the pendulum has always swung hard-up or hard-down, and the man who has kept his head above water and has stemmed the tide through it all, is the lad who has shaped his course according to conditions.

Now all this pertains to otter trawling, which as it seems to us, must reorganize and "shorten its lines", as they used to say during the War. There is still money in it for experienced men who know their waters, but it's not an attractive enterprise for a new and untried man.

Predicts Return to Shore Fishing

But this does not mean that the supply of seafood is generally on the decrease—far from it. In 50 years of observation we never have seen more surface fish than we have seen during the last season, nor have conditions been more favorable for set nets of the various types. We believe sincerely that the pendulum is again swinging along the New England coast, and that the day of shore fishermen is returning.

We are by no means alone in this belief. There are plenty of men of our age, who know as much about fish as any man knows, and who size things up in a similar manner. They can recall, as we can, when sea trout constituted the main catch in an area a couple of hundred miles in extent, without a break.

In that time, believe it or not, there were pugs, or sole on bottom and plenty of 'em. But they were so cussed small it took 17 to make a dozen, and nobody ever bothered to save one if it came into the twine. Fishing for these sole started as the supply of sea trout diminished. Summer fluke started to go at the same time. Today, the squiteague, bonito, bluefish, striped bass and fluke, are all coming back. Why, for God's sake, does every man think that he must stick to his blasted otter trawl in order to make a living?

Ammunition Dumped on Fishing Grounds

One thing which burns us up is that the Navy has dumped a lot of ammunition on one of our most popular dragging grounds, the area which is between 20 and 30 miles southwest of No Mans Land. The shells have ruined nets and driven the fleet away. Somebody must have known that dragging is done in 27 fathoms, or if they didn't, they could have found out.

The ground will have to be abandoned, perhaps for years, because the hard bottom will prevent the shells from settling below the surface of the sand and gravel. Our chief gripe is that if the ammunition had been taken a few miles farther out to sea it could have done no harm. Oh, they have promised to chart the place, and they will, but you can catch but damned few fish on a chart.

New Brunswick Weirmen Make Late Strike

By C. A. Dixon

After an unprecedented run of sardine herring in New Brunswick during the Fall, a good school of fish struck at Deef Island and vicinity just before Christmas and remained to greet 1947. It may have been the remnant of the earlier strike of fish, but it was "quite a bunch", as fishermen described it. However, the end of December a cold snap and gale of wind caused fishing activities to come to a standstill, and a number of weirmen stripped the twine tops from their structures.

The Canadian factories, some of which were closed for two weeks during the Christmas holidays, planned to reopen with the advent of favorable weather if enough help could be procured. The Eastport and Lubec, Me. factories reopened after a short respite at Christmas, and they got fish supplies every day, although not as large as earlier supplies. The Canadian factories will be kept open all Winter, but those in Maine will close.

Norwegian Fish Oil Formula

Considerable interest is being shown in Canadian fishing circles and oil manufacturing centers, particularly in the Maritime Provinces, over the stand taken by Senator A. Neil McLean of Saint John, N. B., president of Connors Bros., Ltd., largest sardine canning company in the British Commonwealth of Nations, regarding the secret process now held by the Norwegian fish industry for removing the objectionable taste and smell from fish oil.

The process was developed by Dr. Olaf Notevarg while he was studying in Germany. Senator McLean holds that the German discovery should be shared among the allies like other patents and processes found in enemy countries, and wishes to carry his protest to the United Nations in order to force the Norwegians to divulge the information desired. He believes that the Norwegians would sell all the fish oil they could produce if they shared their secret with Canada, and more oil would be produced in Canada.

Much fish oil is now produced in Canada, especially in British Columbia, which province in 1944 furnished 2,000,000 gallons of the 2,126,872 gallons produced in the whole of Canada, the remainder having been produced in the Maritime Provinces. Most of this oil is used in the manufacture of soap and lubricants, but it has been pointed out that if it could be used in packing fish, as well as for several other products, the value would increase. Fish oil now sells for as low as 50c a gallon.

Lobster Income Declines

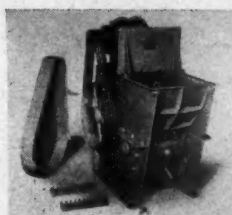
The income of Southern New Brunswick lobstermen took quite a decline during the Fall season. The value in November fell off to the amount of \$102,870, owing to the fact that the shellfish were smaller, fewer were caught, and prices were much lower than in 1945. In some localities individual landings were down 50%, but more fishermen were engaged in the business and the aggregate catch was not off as much.

Nova Scotia Fishermen on Strike

Five hundred Nova Scotia fishermen who belong to the Canadian Fishermen's and Fish Handlers' Union went on strike December 30, demanding a new wage and working agreement with fishing vessel owners. The strike was called at a time when supplies, particularly of fresh fish, were limited in principal Nova Scotia processing plants.

Lowell Newman Dies

Lowell Newman, high-line Campobello fisherman for many years, was drowned at the Wolves Island in the Bay of Fundy just before Christmas. Newman, his brother, and two other men were driving herring by torchlight close inshore with a heavy swell running. Just as Newman made a dip the steel bow of the dory caught on a ledge and the craft listed, throwing him overboard.



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Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

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*R. H. Sheppard Co., 330 Middle St., Hanover, Pa.

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*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Kermath Mfg. Co., 5896 Commonwealth Ave., Detroit 8, Mich.

*The Lathrop Engine Co., Mystic, Conn.

*Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.

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*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

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*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

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Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.

The Hallicrafters Co., 2611 S. Indiana Ave., Chicago, Ill.

*Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

*Submarine Signal Co., 160 State St., Boston, Mass.

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Jefferson-Travis Inc., 380 Second Ave., New York 10, N. Y.

Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.

Radiation Products, Inc., Dept. 20, 1142 Wall St., Los Angeles 15, Calif.

*Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

Soundview Marine Co., Hugh Grant Circle, Bronx, N. Y.

RANGES

"Shipmate": Stamford Foundry Co., Stamford, Conn.

*Elisha Webb & Son Co., 135 So. Front St., Philadelphia 6, Pa.

REVERSE AND REDUCTION GEARS

*Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.

*Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

G. Walter Machine Co., 84 Cambridge Ave., Jersey City, N. J.

RUBBER BOOTS

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

H. M. Sawyer & Son Co., East Cambridge, Mass.

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SEAFOOD TOOLS

Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS

*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.

*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

Electric Boat Co., Groton, Conn.

*Essex Boat Works, Inc., Essex, Conn.

*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.

Marine Railway & Repair Co., South Portland 7, Maine.

John H. Mathis Co., Camden, N. J.

Newport Ship Yard, Inc., 379 Thames St., Newport, R. I.

Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

*Southwest Boat Corp., Southwest Harbor, Me. Stonington Boat Works, Stonington, Conn.

*Sturgeon Bay Shipbuilding & Dry Dock Co., Sturgeon Bay, Wis.

Waldoboro Shipyard, Inc., Waldoboro, Me.

J. K. Welding Co., Inc., 3 Federal St., Yonkers 5, New York.

*Welin Davit & Boat Co., Perth Amboy, N. J.

STEERING GEAR

*The Edson Corp., 49-51 D St., South Boston, Mass.

Kirsten Pipe Co., 2925 Western Ave., Seattle 1, Wash.

Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS

*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.

*Hathaway Machinery Co., New Bedford, Mass.

*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WIRE ROPE

*Bethlehem Steel Co., Bethlehem, Pa.

Late News

VIRGINIA'S OUTLOOK for 1947 is excellent for oystermen and crabbers, but prospects for fishermen are not as bright, according to predictions made by industry representatives at a meeting of the Hampton Rotary Club on January 2.

J. S. Darling of J. S. Darling & Son, Hampton, stated that the oyster supply would be excellent, and declared that prices should drop in order to allow the average housewife to serve oysters frequently. Speaking for the crab industry, Lane W. Kelly, Jr. predicted a continuation of last year's abundant supply and good demand.

Regarding fishing, Capt. John R. Lawson of Hampton, who owns several trawlers, asserted that present grounds are being overworked, and stated that as a result the catch probably would be less in 1947. He urged that the Atlantic Coast Fisheries Commission adopt regulations which would prohibit the catching of fish during spawning seasons.

RESTORATION OF OYSTER BEDS in Louisiana and Mississippi which were damaged or destroyed by the opening of the Bonnet Carre spillway into Lake Pontchartrain, La. two years ago is again a possibility, as the result of a bill which recently was reintroduced by Congressman Colmer of Mississippi. The measure would appropriate \$3,000,000 to enable the Fish & Wildlife Service to replant oyster beds and to pay reparations to the States, growers and private owners whose beds were destroyed. The bill has been sent to the Committee on Merchant Marine and Fisheries.

THE GREAT LAKES TREATY with Canada for the joint regulation of fishing waters was unanimously opposed by members of the Marinette, Wis. City Council at a meeting held on January 7. The Council based its opposition on the fact that Lake Michigan, and particularly Green Bay, which would be affected by the treaty, do not border on Canada at any point and consequently are not International waters in any respect.

Also, Marinette fishermen are of the opinion that the treaty would provide for a larger mesh size in all waters. This would prove impracticable for Green Bay fishermen, as waters in the area have a maximum depth of only 22', and fish do not grow as large as those found in deeper waters of the Great Lakes.

THE 95' DRAGGER "KATIE D.", owned by New York parties, was located by the Coast Guard 175 miles southeast of Highland Light, disabled and in tow of the *John G. Murley*, on January 9. The craft had drifted for two days following loss of her propeller in the heaviest seas reported on Cape Cod in recent years. Nine hours after the Coast Guard had established the original hawser the line parted, and 65-mile-an-hour winds and a blinding blizzard, coupled with rough seas, prevented its re-establishment until early January 10.

Index to Advertisers

Aerial Products, Inc.	38
Aero-Marine Laboratory	49
Atlantic Coast Fisheries Co.	45
Bendix Aviation Corp., Pacific Div.	29
Bethlehem Steel Co. (Shipbldg.)	38
Bethlehem Steel Co. (Wire Rope)	48
The Buda Co.	30
Caterpillar Tractor Co.	2
Columbian Bronze Corp.	45
Columbian Rope Co.	1
Clark Cooper Co.	49
Cooper-Bessemer Corp.	56
Cummins Engine Co.	10
Cuprolignum	47
R. S. Danforth	40
Delaware Bay Shipbldg. Co.	50
Bill DeWitt Baits	50
R. J. Ederer Co.	46
The Edson Corp.	45
Enterprise Engine & Foundry Co. (Marine Engine Div.)	8
Enterprise Engine & Foundry Co. (Process Machinery Div.)	12
Essex Boat Works, Inc.	37
Gifford-Wood	51
Gray Marine Motor Co.	47
Harbor Supply Oil Co.	48
Hathaway Machinery Co.	37
Hyde Windlass Co.	41
The International Nickel Co., Inc.	42
International Paint Co., Inc.	44
Kelvin-White Co.	50
The Lathrop Engine Co.	7
Liberty Dry Dock, Inc.	49
The Linen Thread Co., Inc.	3
Lorimer Diesel Engine Co.	36
Michigan Wheel Co.	32
Walter H. Moreton Corp.	38
Murphy Diesel Co.	16
O. Mustad & Son	35
New Bedford Cordage Co.	35
New England Trawler Equip't Co.	33
Nordberg Mfg. Co.	55
Osco Motors Corp.	34
H. O. Penn Machinery Co., Inc.	49
Perkins-Eaton Machinery Co.	41
Sargent, Lord & Co.	13
R. H. Sheppard Co.	4
Snow-Nabstedt Gear Corp.	40
Southworth Machine Co.	42
Standard Oil Co. of New Jersey	6
Sturgeon Bay Shipbldg. & Dry Dock Co.	47
Submarine Signal Co.	15
Philip Thiel, Jr.	50
Twin Disc Clutch Co.	14
United Boat Service Corp.	46
Elisha Webb & Son Co.	37
Welin Davit & Boat Co.	11
Westerbeke Fishing Gear Co.	41
Wolverine Motor Works Inc.	33

Classified Advertising

Rates: \$1.00 per line, \$4.00 minimum charge. Count 10 words to a line.
Closing date, first of month of issue.

MARINE BARGAINS

Rebuilt marine engines, gasoline. Here are a few of those we have to offer: 110 hp. Kermath Sea Mate, direct drive, used short Summer seasons; 6-91 Gray, used in fresh water only, direct drive; 4-54 Gray with 2:1 reduction gear, like new; 80 hp. Buda Model HM 298, used in fresh water only; Universal Fisherman Model, 10 hp., hand starter and reverse gear. DIESELS: 150 hp. five cyl. Fairbanks-Morse, new in '43, sailing clutch and air compressor; 80 hp. Lathrop, 6 cyl., 2:1 reduction gear, new '45; MRA 8 Superior, used in motor sailer, new in '40, many extra parts; 150 hp. six cyl. Wolverine, sailing clutch, air tank and propeller; 260 hp. Cooper-Bessemer, like new, sailing clutch and many new parts; 450 hp. Fairbanks-Morse, new '43, many extra parts and auxiliaries—also many others. Tug boats, draggers, work boats. All sizes. Write us as to your requirements. Knox Marine Exchange, Camden, Me.

DRAGGER FOR SALE

Fully rigged and fishing, offshore dragger, 55' x 15½' x 6', 115 hp. Caterpillar Diesel, scallop and drag gear. Phone Atlantic City, N. J. 5-0607. Frank Anderson, 700 N. Rhode Island Ave., Atlantic City, N. J.

GOOD FISHING BOATS FOR SALE

Quahog dredger, 30' x 10' x 2½', solidly built, 6 cylinder Chrysler, 3½:1 reduction, in excellent condition. All equipped—\$1800.

Dragger, 38' x 11' x 5', heavily constructed double ender, 60 hp. Superior Diesel, fresh water cooled, Hathaway hoister, 3 nets, complete gear. Due to illness owner sacrificing for \$3800.

Dragger, 38' x 11' x 6', practically new, built in Maine. Complete fishing equipment, 80 hp. Red Wing—\$8500.

Dragger, 50' x 15½' x 6', six years old, 90 hp. Superior Diesel, ice 30,000 lbs. or better. Very able burdensome boat, first class condition—\$13,000.

Dragger, 58' x 16' x 6', built by Morse, 80 hp. Atlas Diesel. Engine and pilot house aft, ketch rig, complete dragging and sea scalloping equipment. A good sound vessel—\$18,000.

Freight vessel, 84' x 21' x 6', uncommonly heavy construction, in excellent condition. Capacity 120 tons, 120 hp. heavy duty Fairbanks-Morse Diesel recently thoroughly overhauled. Full information on request. \$17,000.

Edwin B. Athearn, Marine Broker, Woods Hole, Mass. Phone Falmouth 1713.

FOR SALE

Trawler for sale, built of juniper and heart pine, first class condition. New Red Wing engine, 2:1 reduction: 47-12-4:6. Price, \$7,500.00

Cabin cruiser yacht, 2 years old, first class condition, built of juniper and heart pine, new Red Wing engine: 32 x 9 x 2. Price \$5,500.00. Write Box 11, Atlantic Fisherman, Goffstown, N. H.

DRAGGER FOR SALE

Fully rigged, now fishing, 60' x 16'6" x 7'3" x 7' draft, completed 1945. 6 cylinder Superior Diesel powered, fresh water cooled, ices about 50 thousand lbs. Apply Wm. Ehne, 435 N. Massachusetts Avenue, Atlantic City, N. J. Telephone Atlantic City 4-0083.

Where to Ship in New York

Beyer Fish Co., Fulton Fish Market
International Fish Co., 111 Fulton Fish Market
Lester & Toner, Inc., Fulton Fish Market
South Fish Co., 31 Fulton Fish Market
Frank W. Wilkisson, Inc., 16 Fulton Market

BUDA ENGINE FOR SALE

One 170 hp. 6 cylinder Buda Diesel, in good running condition, Model No. 1879. For information call Hunter Machine Co., Rockland, Maine, Tel. 1586.

SEAFOOD BUSINESS FOR SALE

One seafood business, consisting of two truck-trailers, one 1946 Ford 1½ ton straight, three small shrimp draggers, interest in two large fishing trawlers, one well equipped plant, packing house, with cooler. Located in center of crab and oyster production, also have 50 acres private oyster bottom. Business has been in operation 14 years. Belhaven Fish & Oyster Co., Belhaven, N. C.

FIRE BOAT FOR SALE

Government measure, 76' x 22' x 6', completely equipped, heavy construction, heavy duty direct reversible Diesel motor, originally an oyster dredger. A-1 condition, easily converted to a trawler. Flo Meerwald, Box 22, Goshen, N. J.

FIRE BOAT FOR SALE

Fire boat, completely equipped, 65' x 16' x 8', easily converted to passenger, tug or trawler. Heavy construction 180 hp. heavy duty Diesel. All in A-1 condition. G. Schwarzbach, 2140 Mill Ave. & Ave. U, Brooklyn 10, N. Y.

ENGINE FOR SALE

For sale, Palmer engine, Model P.N.R. 4, 24 hp., heavy duty, in good condition—price \$150.00. Phone or write Charles Tuma, Box 143, Montauk, L. I., N. Y. Phone 2404.

ENGINE FOR SALE

Fairbanks-Morse, 4 cylinder, 8¾ x 10½, 120 hp., with spare parts, air bottles, air compressor, 42" propeller and shaft. Engine completely overhauled last Spring, to be replaced with more power. Price \$1,500.00. Einar Unander, Greenport, L. I., N. Y. Tel. Greenport 488R.

DRAGGER FOR SALE

Dragger *Mabel*, 43' long, 13' beam, 5' draft, 110 hp. General Motors, 3:1 reduction gear. 450 hours on motor. Hathaway hoist, 125 fathoms ¾ wire, new, direction finder, four spring pipe bunks with mattresses, coal stove and 2 burner alcohol stove. 2 tanks 165 gals. each. Swordfish pulpit, extra steering wheel on top of pilot house. Everything in first class condition. Make offer. August Reiter, 903 Main St., Greenport, N. Y.

ENGINE, SAIL, WINCHES

Fairbanks-Morse 6 cyl. 210 hp., was in good running order. Broken crank, have nearly new shaft to replace it—\$1,000. Wamsutta yacht foresail, new, 19' boom, 37' hoist—\$150. 2 Hathaway winches—\$150 each. Mullins Fishing Gear, Pier 4, New Bedford, Mass.

ENGINES FOR SALE

We have the following second hand marine engines for sale:

2 Type G-6-230 hp. at 300 rpm., six cylinder Cooper-Bessemer reversible Diesel engines with sailing clutch.

1 Type F-4-110 hp. at 350 rpm., four cylinder Cooper-Bessemer Diesel engine with reverse gear.

1 Wolverine marine Diesel engine, four cylinder, 100 hp. at 450 rpm. with reverse clutch.

1 Type EN-8-200 hp. at 450 rpm., eight cylinder, Cooper-Bessemer reversible Diesel engine with sailing clutch.

Detailed information will be furnished on request. The Cooper-Bessemer Corp., 49 Duncan St., Gloucester, Mass.

DRAGGER FOR SALE

Dragger for sale, 55' x 15' x 6', Cummins Diesel, Hathaway winch, radio, depth finder, 30,000 lbs. ice fish hold, four man fo'c's'le, all nets and gear. Phone Keyport 71433, or write P. O. Box 221, Keyport, N. J. for demonstration.

CARPENTER WANTED

Wanted, an experienced man capable of taking charge of carpenter work on wooden vessels. Reply should contain full information as to applicant's qualifications. Write Box 6, Atlantic Fisherman, Goffstown, N. H.

DRAGGER FOR SALE

50'7" x 14.4' x 6.2', heavy duty 90 hp. Superior Diesel, Hathaway winch, gross tonnage 26.08. Accommodates 6, 2 masts, radio, fully equipped, excellent condition all around. Owner deceased. Approximately \$12,000. Mrs. David Souza, 12 Pearl St., Provincetown, Mass.

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Expands

its Marine Diesel Engine Line!

As the result of over twenty years' experience designing and building Quality Diesel Engines, NORDBERG has developed and added to its present line, this advanced type 9" x 11½" Marine Engine Series with many outstanding improvements and refinements.

- ✓ Vertical four-cycle, direct reversing Marine Diesel with mechanical injection.
- ✓ A Heavy-Duty Engine for operation at medium speeds.
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These engines are adapted for main propulsion or marine auxiliary service. Detailed literature on request.

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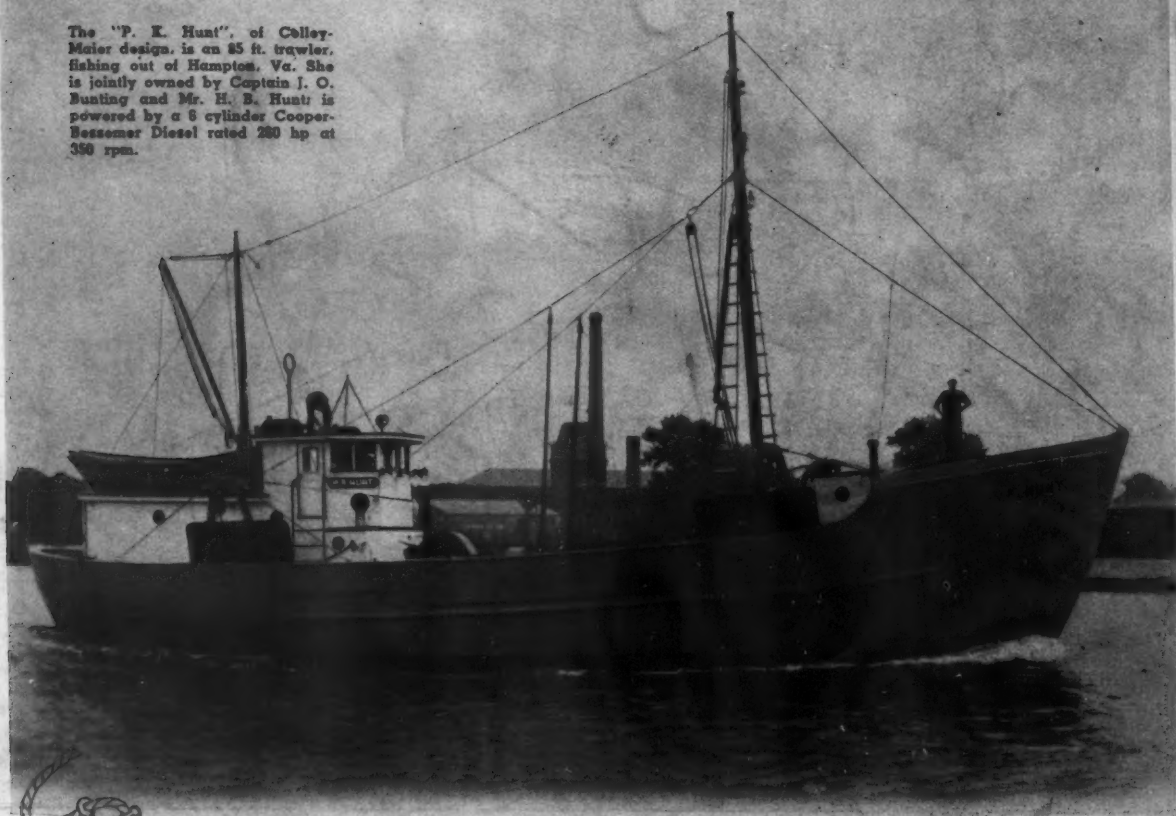
9" x 11½"

Non-supercharged—50 HP/Cyl. at 720 RPM
Supercharged —75 HP/Cyl. at 720 RPM

Recommended speeds for marine service—
600 and 720 RPM

NORDBERG
Marine Diesel ENGINES
"MEAN MORE POWER TO YOU"

The "P. K. Hunt", of Colley-Maier design, is an 85 ft. trawler, fishing out of Hampton, Va. She is jointly owned by Captain J. O. Bunting and Mr. H. B. Hunt; is powered by a 6 cylinder Cooper-Bessemer Diesel rated 280 hp at 350 rpm.



Powered by the best Diesel Captain Bunting ever owned

This trim, well-designed boat, the "P. K. Hunt" of Hampton, Virginia, is powered by a Cooper-Bessemer Diesel. In a recent letter, Captain J. O. Bunting wrote, "I am sincere in saying it is the best engine I have ever owned". Captain Bunting also pointed out that his Cooper-Bessemer is very economical in fuel oil consumption . . . and that it is never necessary to add a drop of lube oil between changes.

Here at Cooper-Bessemer our engines are continually receiving compliments like this from performance-proud skippers all up and down the coasts. We think it confirms a belief we

have held to for over a hundred years — that men who depend on power will always benefit most from engines built to the highest possible standards of engineering practice, quality and precision workmanship.

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